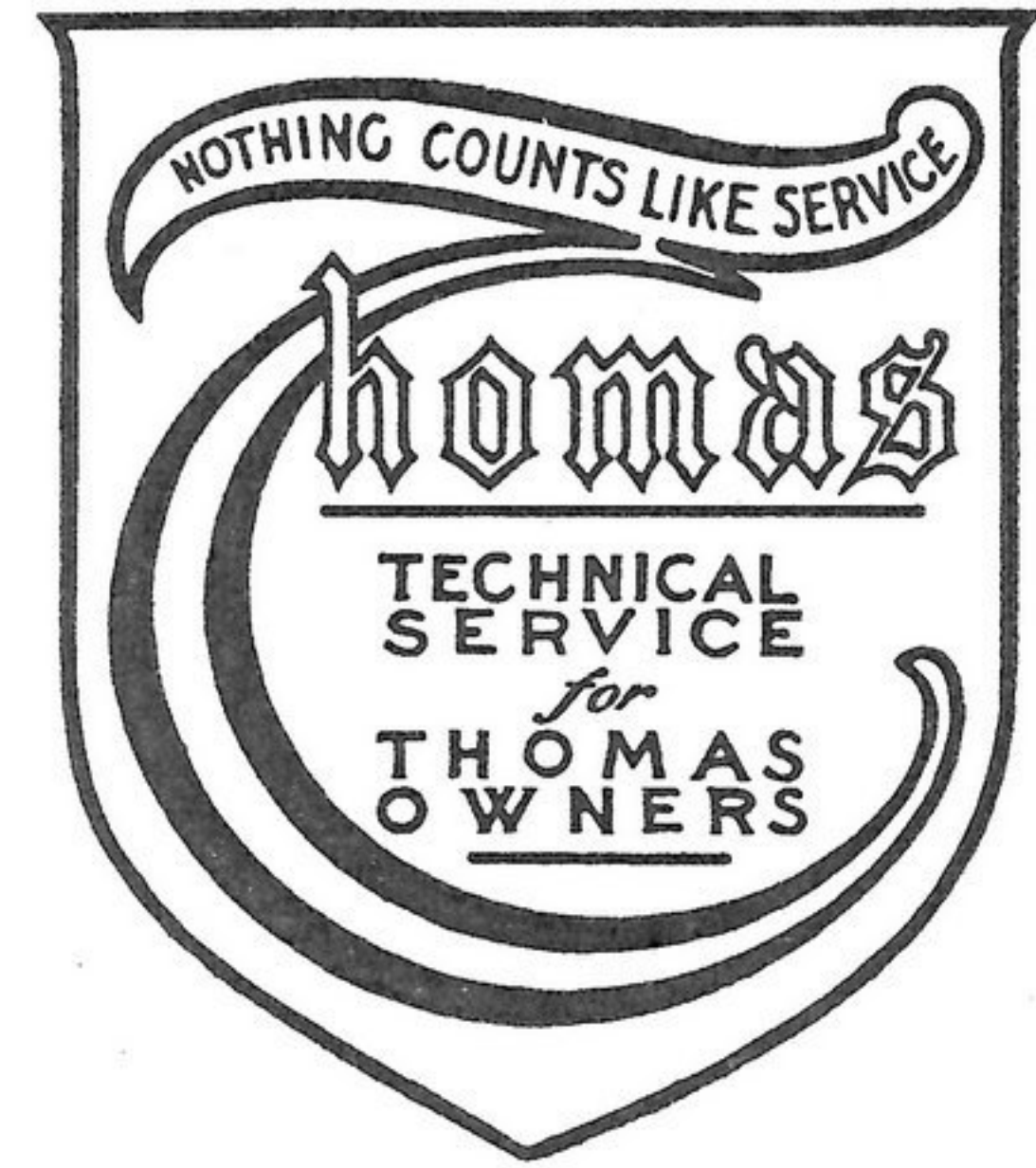


# The Story of the Thomas

Thomas  
1912



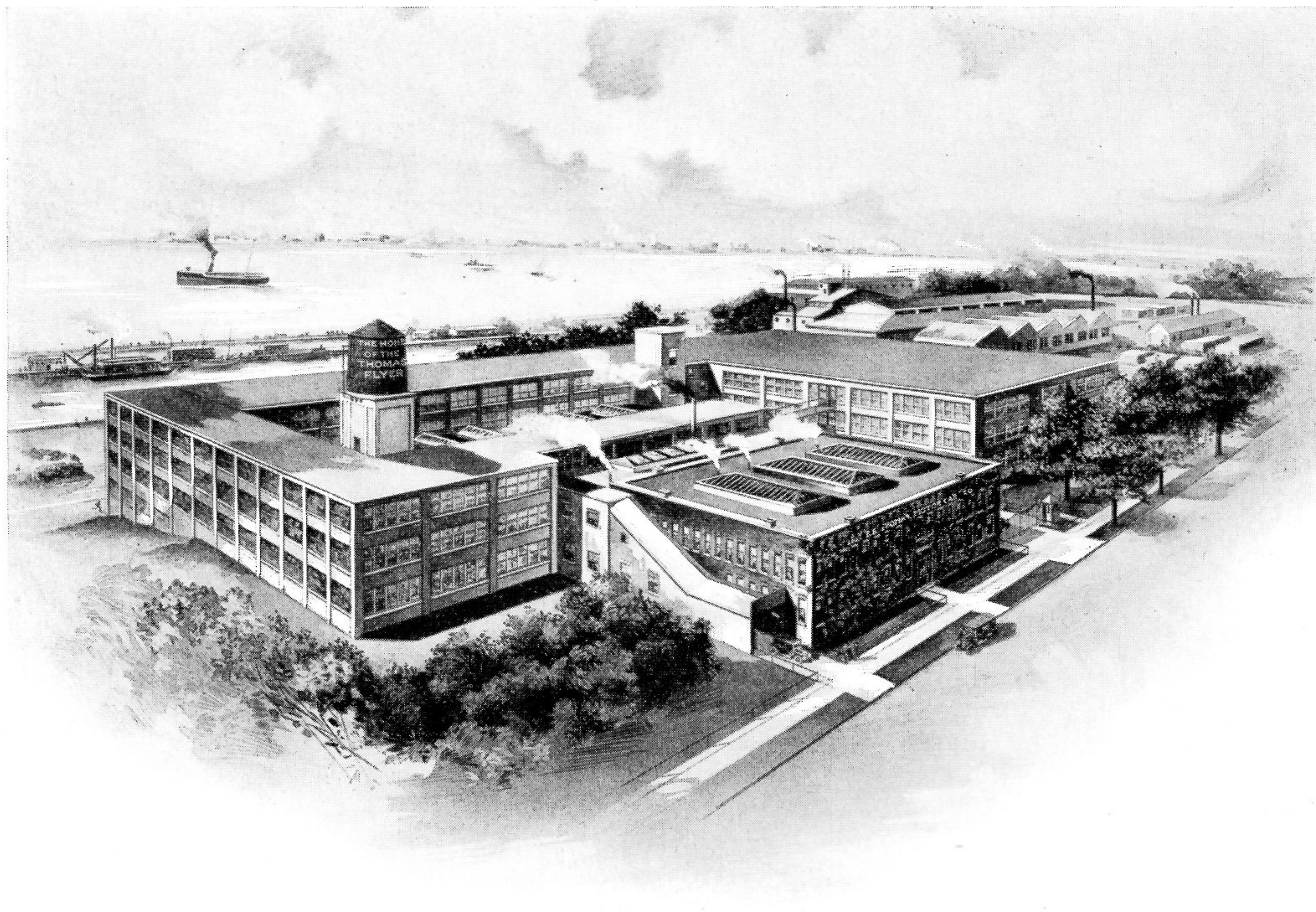




*“That exquisite something called style, which, like the grace of perfect breeding, everywhere persuasive and nowhere emphatic, makes itself felt by the skill with which it effaces itself, and masters us at last with a sense of indefinable completeness.”*

JAMES RUSSELL LOWELL





*Plant of the E. R. Thomas Motor Car Company*



# The Story of the Thomas

*"Nothing Counts Like Service"*



FACTORY AND GENERAL OFFICES: BUFFALO

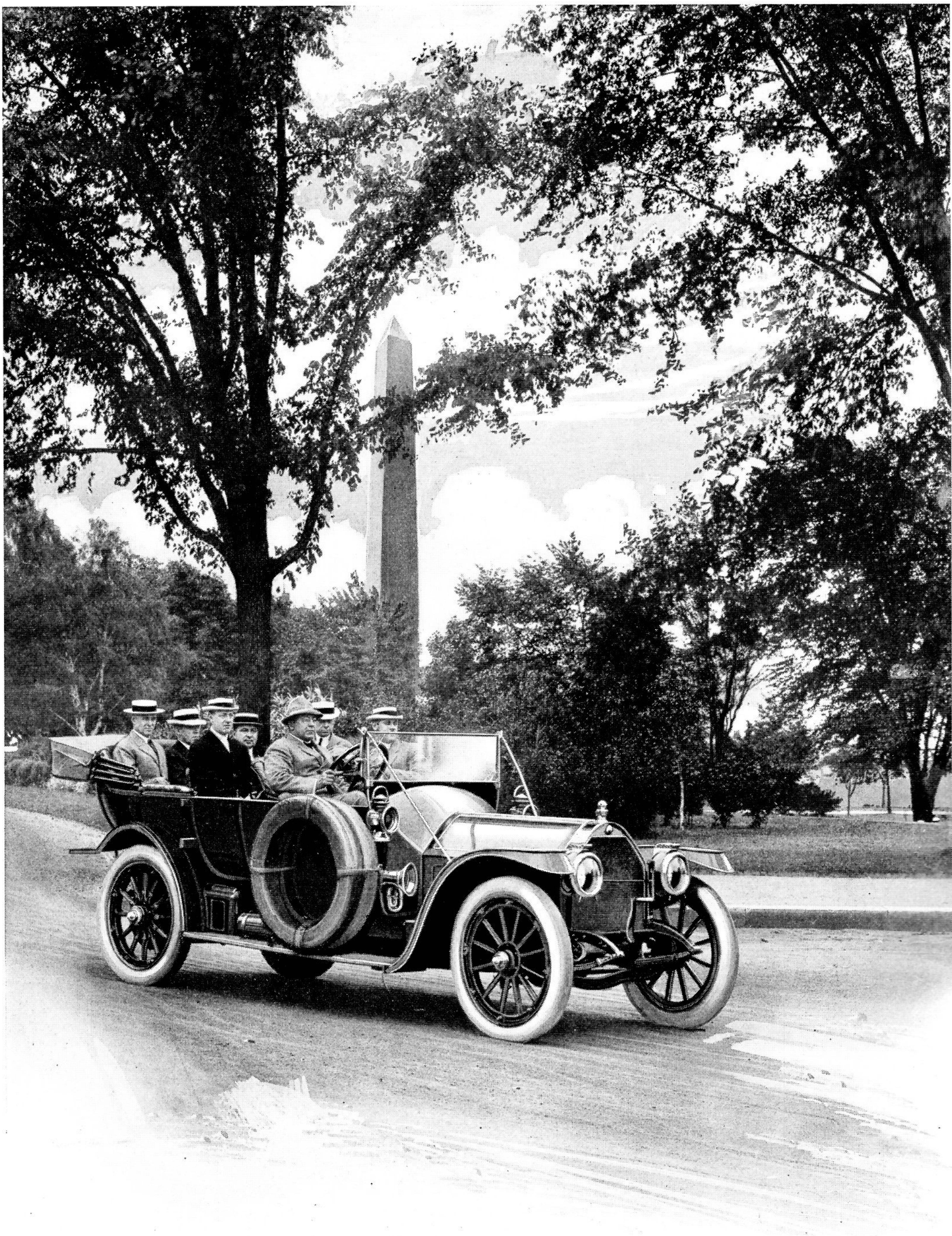
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*S u b s i d i a r y   S e l l i n g   A g e n c i e s*

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Thomas Motor Company of New York	- -	Broadway and 64th St., New York
Thomas Motor Car Co. of Boston	- - -	915-921 Boylston St., Boston, Mass.
Thomas Motor Car Co. of Chicago	- -	Michigan Ave., Cor. 23rd St., Chicago, Ill.
E. R. Thomas Motor Car Co., Buffalo Branch	-	1227-1229 Main St., Buffalo N. Y.



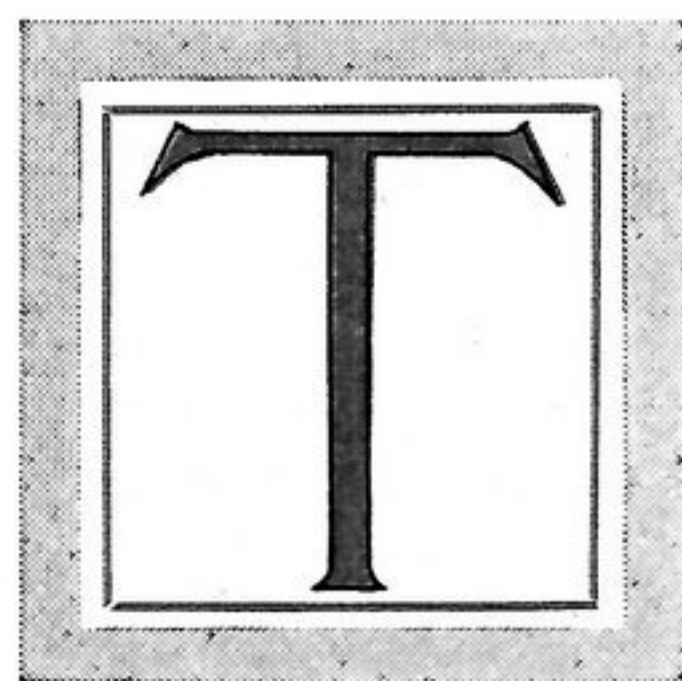
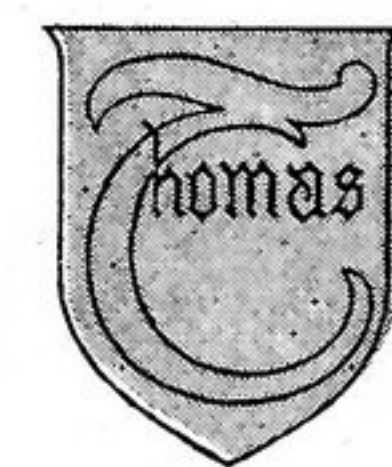


*Thomas "Six-Forty" Seven Passenger Touring Car  
and the Men who Make It*





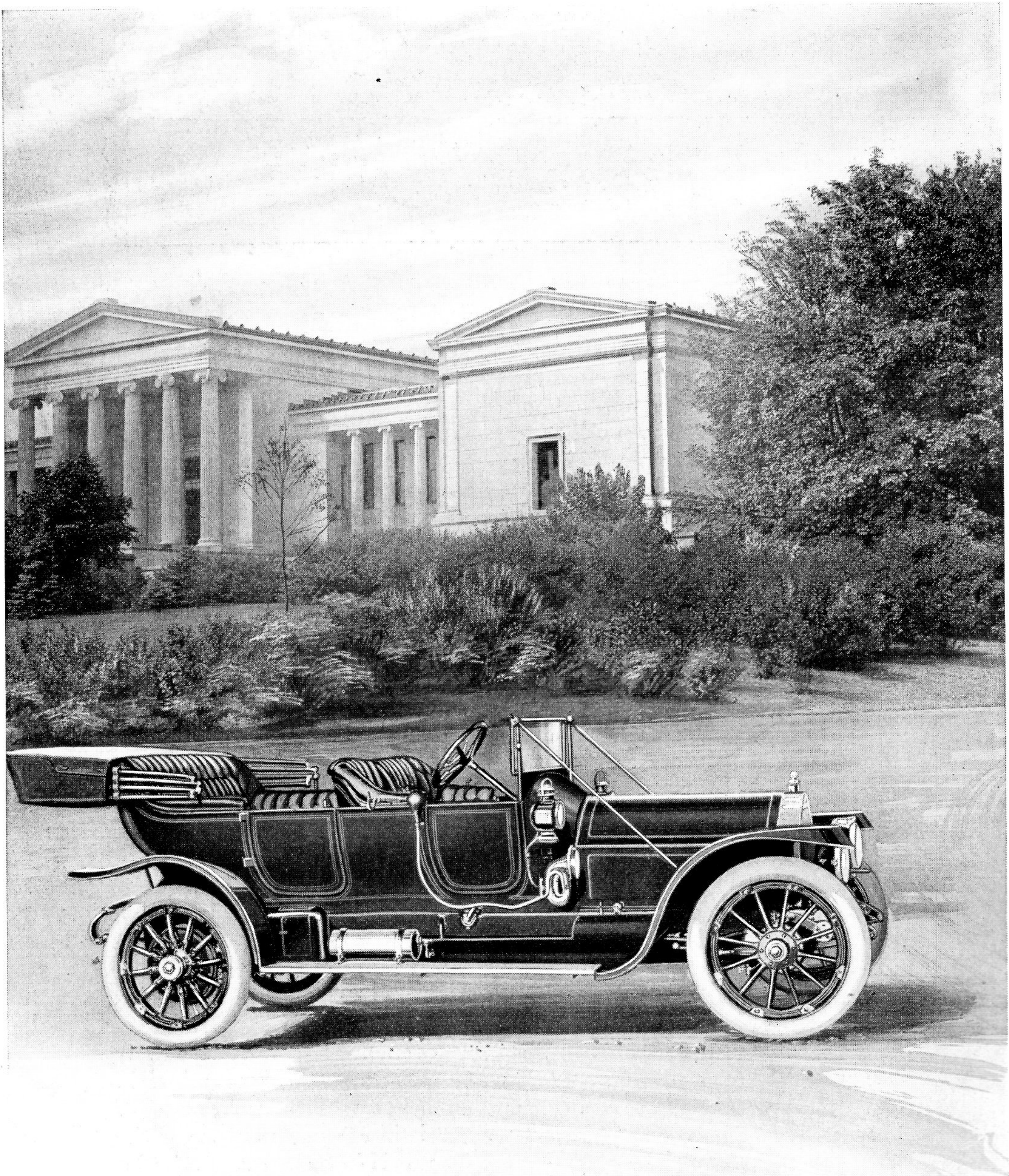
# FOREWORD



THE easy confidence in his car exhibited by the tourist pushing into remote districts; the insatiate desire for the utter annihilation of space shown by the owner of the well-appointed, powerful and distinctive car, are the emotions which are regarded today as natural and typical in relation to a car that sums up whatever is highest and best in the art. Such a position is not won without effort, but antecedent to effort is native genius. Pots of paint make pictures, but not necessarily masterpieces. The creation of a mechanically successful car is a curious process. Nothing is more subtle than its differentiation from other cars of its class, so that while it hits the mark of popularity, others miss. All cars of a size have pretty much the same quantity of material in them, but the world has never seen anything that permitted wider variations to constructive talent than the pounds of steel, wood and rubber of which motor cars are built. Endless changes have been rung by designers and inventors, but out of all the tens of thousands of cars in use, only a few designs have become universally approved and adopted as the standard.

Of these, we believe that one of the natural leaders is the Thomas. The reasons for this are obvious. To begin with, the Thomas is a structural unity. The relation and adjustment of component parts is as accurate and essential as that of the human body and the finest chronometer. It is the happy culmination of consecutive advances and improvements, and owes its pre-eminence to the judicious balance of parts and leveling up of one meritorious feature with another. It is not a fragile plaything nor is it a ponderous road crusher. Some cars have less material without being nearly so flexible of operation. Others are much heavier, but have not the same firm stability and rigid endurance. The Thomas is strong and powerful without loss of responsiveness or flexibility. Its weight is in the parts that bear the shocks and stresses of the road; its lightness is in parts that make for speed and action; its strength is in all. Each assembled part embodies science, and is evidence of a successful endeavor to combine minimum of weight with maximum of strength. Any experience you may subject it to will be gentle compared with the tests it undergoes after completion and before shipment. The Thomas Car crystallizes in itself the best work, the best material and the best ideas of the time.





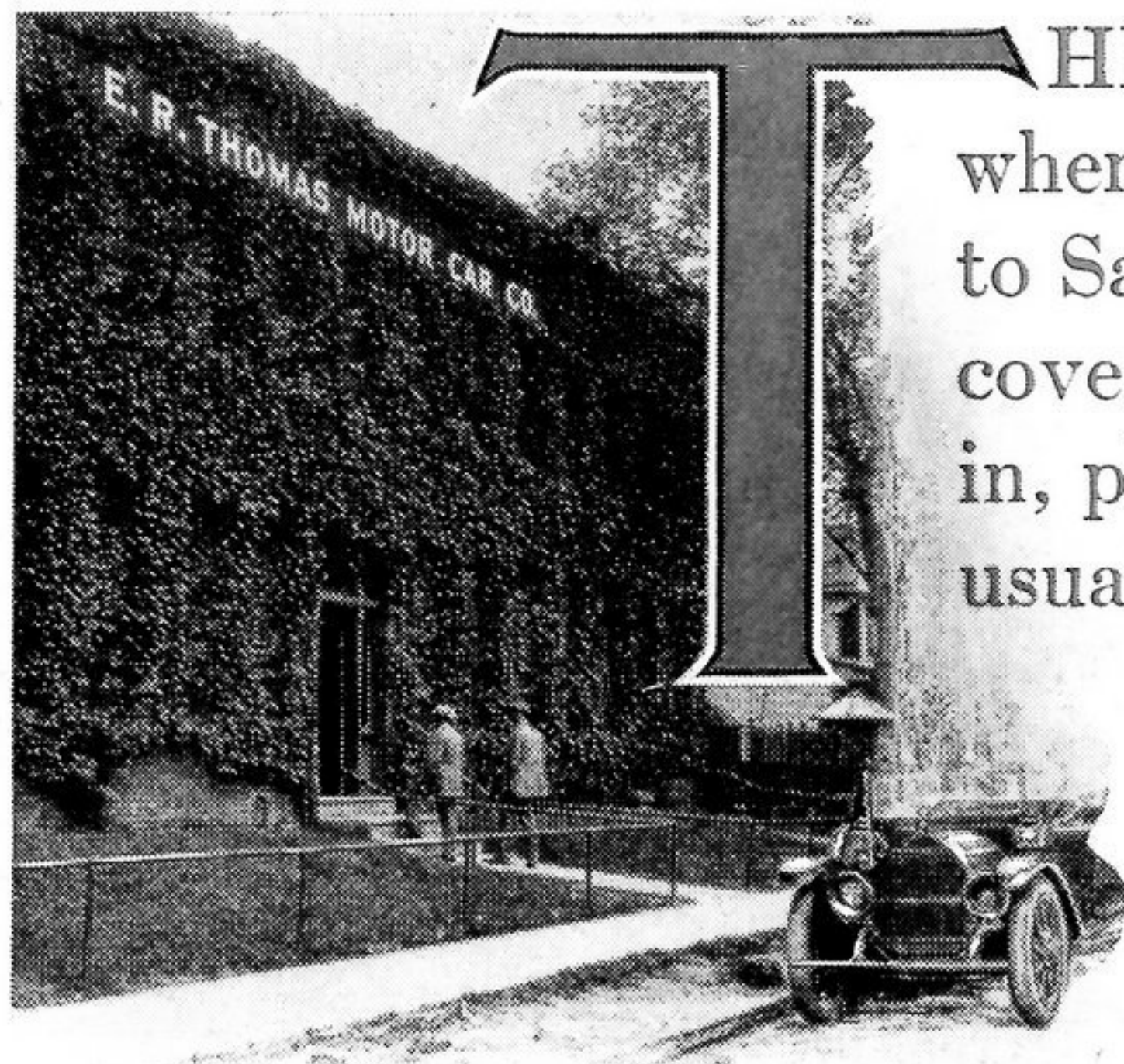
*Thomas "Six-Forty" Five Passenger Phaeton*





## The STORY OF THE THOMAS

As Told by Sales Manager Fitzsimons to a  
Thomas Owner and His Chauffeur During a  
Trip Through the Factory



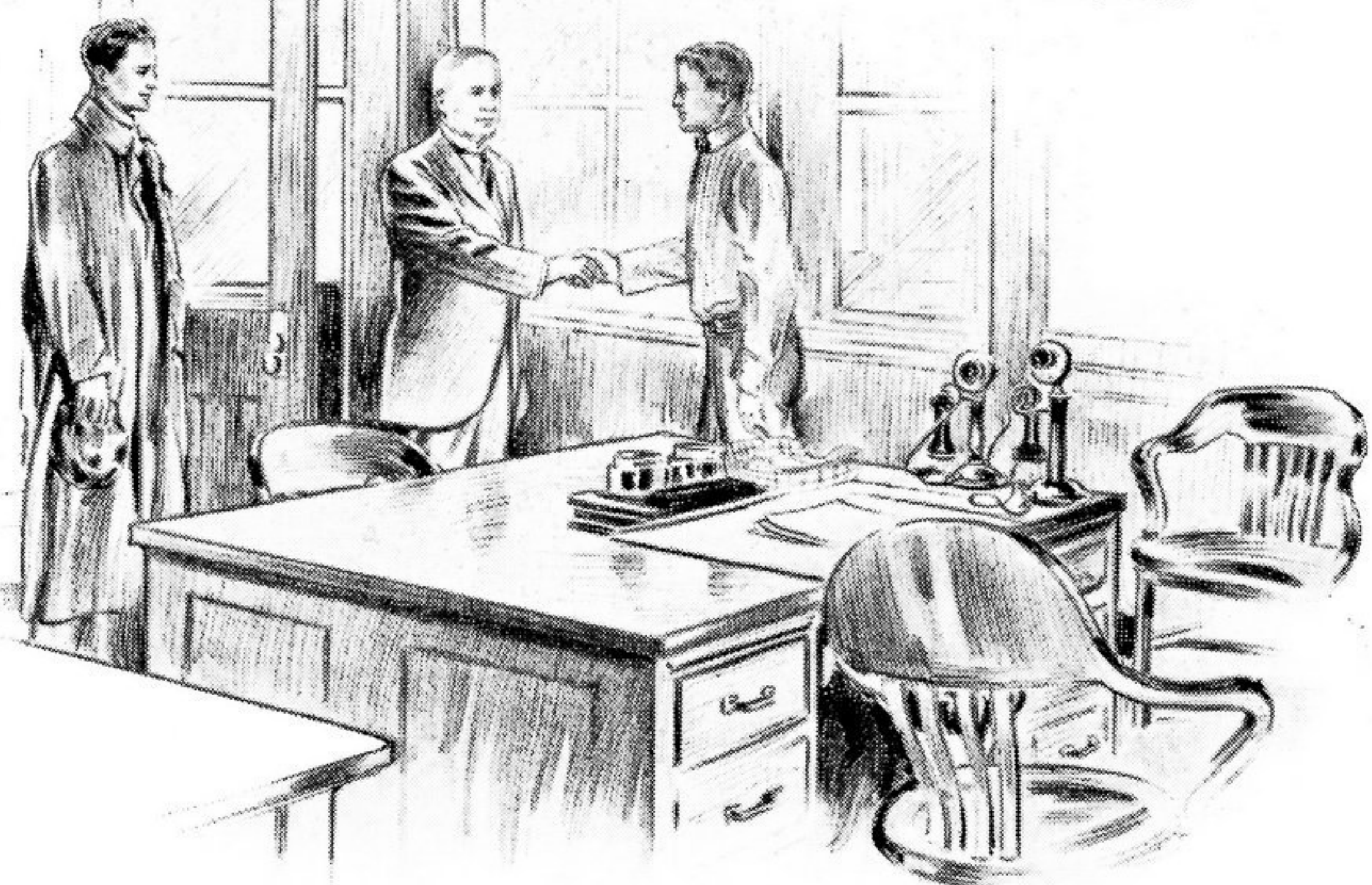
THE morning mail had just been disposed of when Mr. George Greer's card was brought up to Sales Manager Fitzsimons' office in the ivy-covered Administration Building. "Show him in, please," said Mr. Fitzsimons, and after the usual greetings Mr. Greer stated the purpose of his visit by saying, "I may buy a 1912 Thomas, but first I want to know something about it and should like my chauffeur to look it over as well."

"I certainly welcome the opportunity, sir, to present our 1912 Thomas," said Mr. Fitzsimons, "and I am glad you brought your chauffeur with you, so that he can see the entire assembly of the car in detail. Now, if you will allow me, I should like to show you some of the interesting things we do in building the Thomas before I show you the completed car."

On the way to the Motor Assembly Department Mr. Greer was much pleased to learn that the improved method of firing and the changes in the intake manifold have increased the power of the "Six-Forty" MC motor to 60 h. p., block test.

Selecting a motor which had been assembled and tested, but which was torn down for inspection, Mr. Fitzsimons explained the value of the long stroke and large valve type of engine used for the past three years in the Thomas Six.

*After the usual greetings  
Mr. Greer said: "I  
may buy a 1912  
Thomas"*





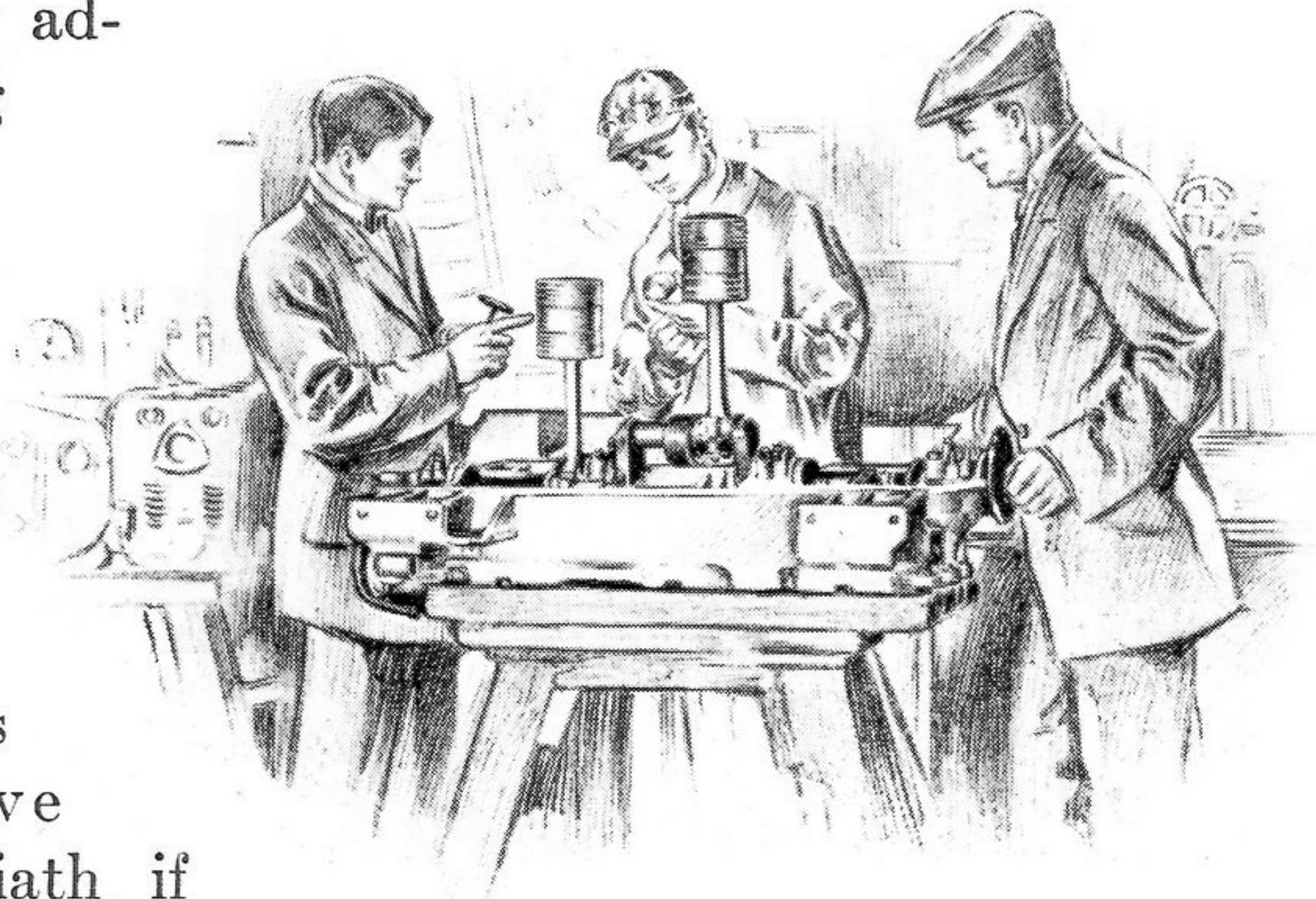


*Thomas "Six-Forty" Four Passenger Surrey*



"But," said the chauffeur, "isn't it true that an inch of downward movement of the piston in a short stroke motor will revolve the crank shaft further than will the piston with the long stroke?"

"Certainly it is," cheerfully admitted Fitzsimons, "but the long stroke piston makes its entire stroke in the same time and covers a greater distance, causing a more rapid expansion of the charge. Moreover, the long crank arm has greater power because of the larger radius through which the pressure acts. It's just like David's sling. The stone wouldn't have had sufficient force to finish Goliath if David had used a shorter sling."



*Fitzsimons explained the value of the long stroke and large valves*

"I understand you have reduced the compression this year said Mr. Greer.

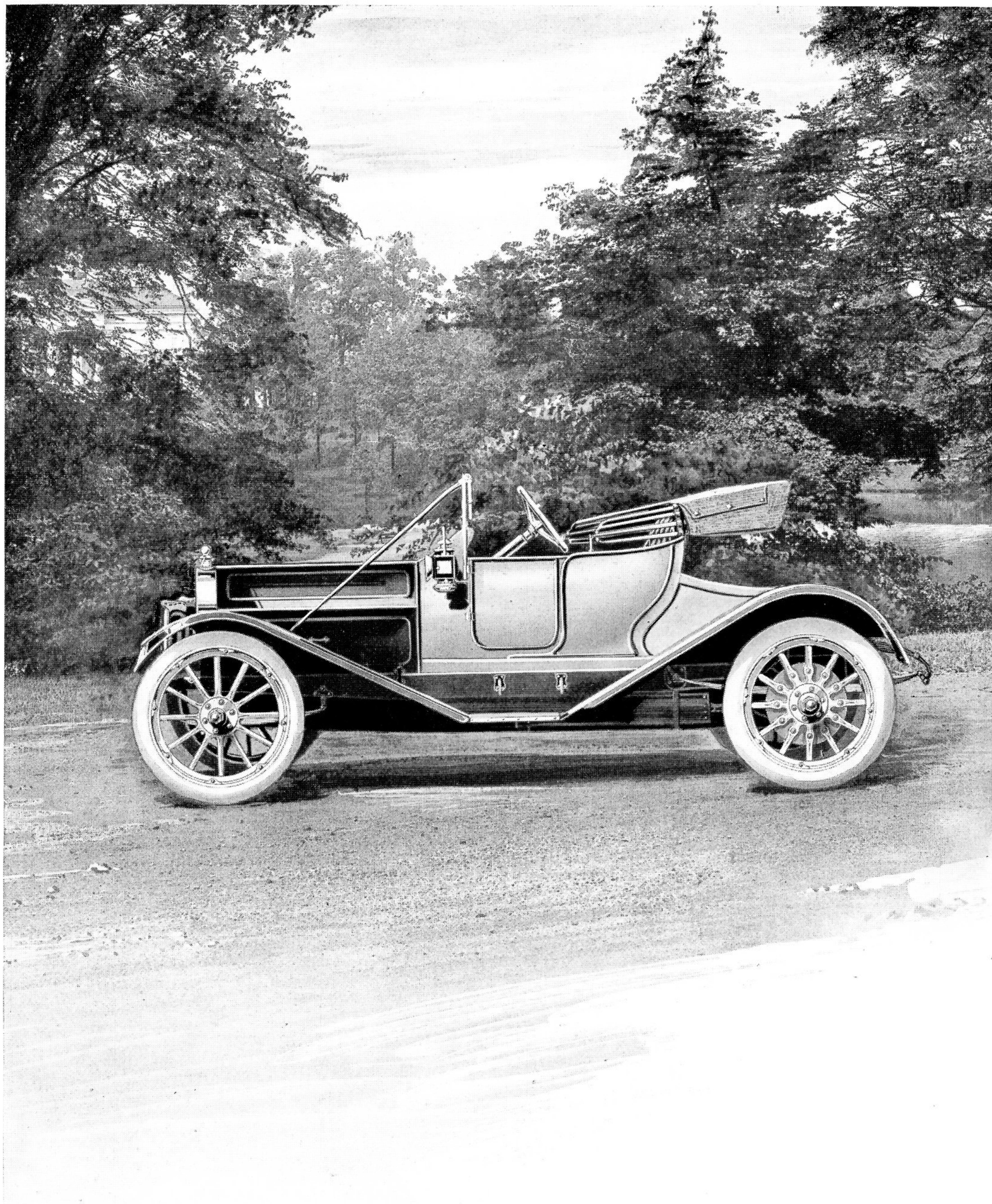
"What result has this had on the power of the nineteen twelve motor?"

"It has been indisputably shown," explained Mr. Fitzsimons, "that reduced compression does not mean any less power, that is, provided the compression is not reduced beyond a certain limit. In fact," he continued, "the motor this year shows an increase over the MX motor on the block test of 7 H. P. Not that the reduced compression is the only cause of this extra power, but, as I explained on the way here, the improvements in the design of the manifold, the magneto firing at the top, instead of the side of the combustion chamber, and the use of the present carburetor are all factors in the greater efficiency of the model MC motor."

"I see you still have the large valves with the water jacketed stems and valve seats, as well as the extra big bearings," said the chauffeur, as they passed on to the Transmission and Clutch Assembly Room. "They're all fine features. I believe our bearings in the 1911 MX are as good as the day they were put in."

"The only change in the transmission and clutch," said Mr. Fitzsimons, "is to change the shifting lever so that second and high speed shifts are forward and back, respectively, on the outside instead of on the





*Thomas "Six-Forty" Two Passenger Runabout*



inside, as formerly. This keeps the lever farther away from the driver's knee when running on second speed or direct drive. You notice we still have the short shafts, working on six imported annular bearings, which give rigidity. The gears are nickel steel, heat treated by pack hardening in bone, then reheated and hardened in an oil bath. The clutch," continued Fitzsimons, "you know all about, and I don't believe you've had much trouble on your 1911 car."



*The short shafts give rigidity to the transmission*

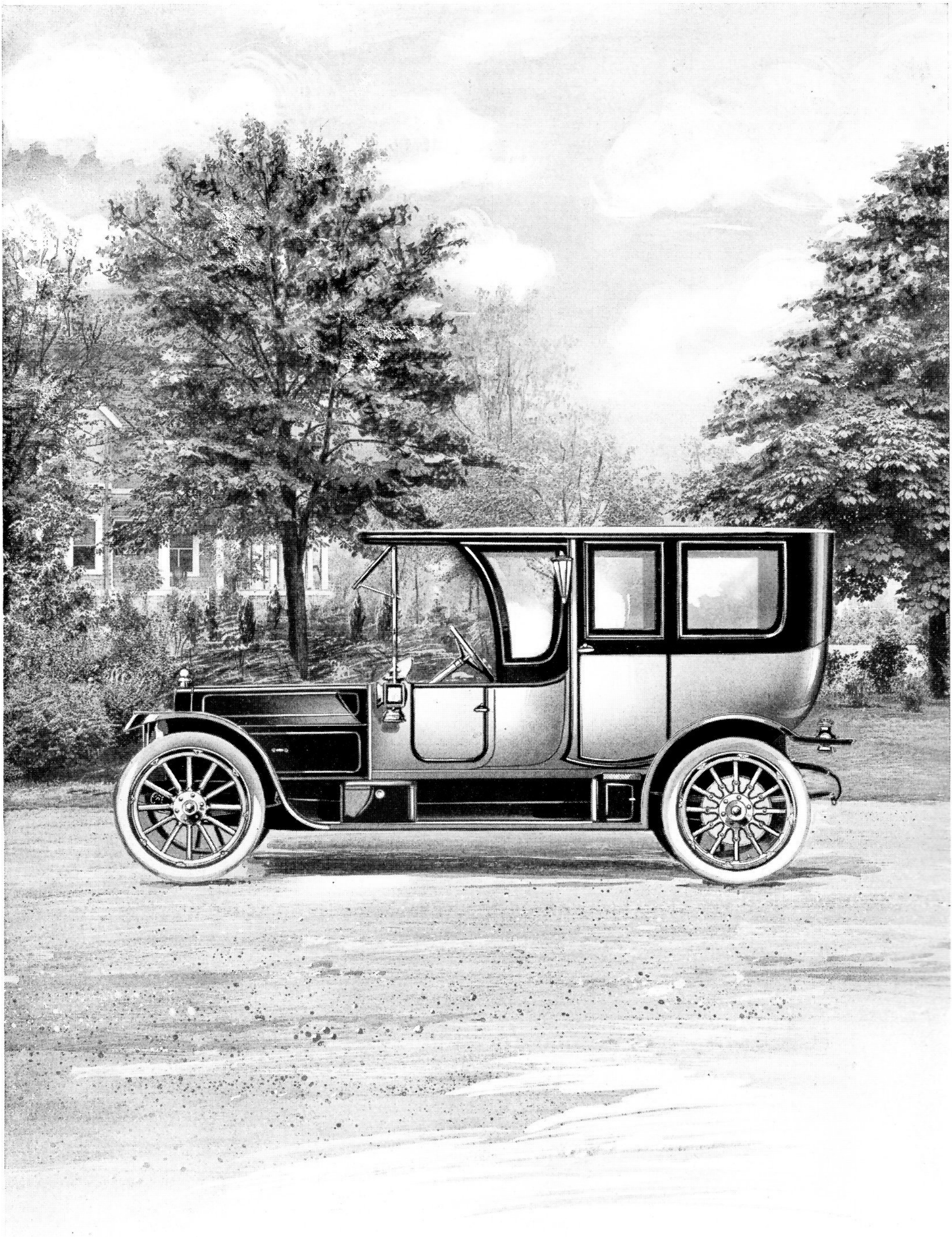
"No, indeed," said the chauffeur. "It's a very easy clutch to operate, and I like the idea of carrying the disc on annular ball bearings."

During a walk through the Machine Shop, Case Hardening Room, Upholstery Department, Top Department, Physical and Chemical Laboratories, Experimental Room and the various other departments, Mr. Fitzsimons explained the factory methods and system of inspection. "Since Mr. Gleason, our Factory Manager, has been in charge, the factory is working on more exact limits than ever before," he said. "Not a blueprint leaves the Engineering Department without Mr. Gleason's personal supervision

and O. K. of the working limits which must govern the making of that particular part. Consequently our inspectors have no option—a part must measure within the limits set for it or the inspector must order it discarded, and such a part once discarded becomes junk; its use for any purpose whatever is absolutely prohibited.

After the car is finally assembled the factory inspector must O. K. it and pass it on to the Sales Inspection Department. Then we take it in hand," continued Mr. Fitzsimons, "and here's where the customer benefits. The factory inspector may not quite satisfy the Sales Department, and as our inspector's O. K. is necessary before the car can be shipped, it occasionally happens that the Sales Inspector, who is responsible to me, and the Factory Inspector, who takes his orders from Superintendent Birmingham, clash on some point of inspection. How-





*Thomas "Six-Forty" Limousine*



ever, as the factory man realizes that he is being checked up by the Sales Inspector, and is not at all anxious to have the Superintendent hear of any laxity, he is naturally pretty careful."

"What test do you give the car before it is finally assembled?" asked Mr. Greer.

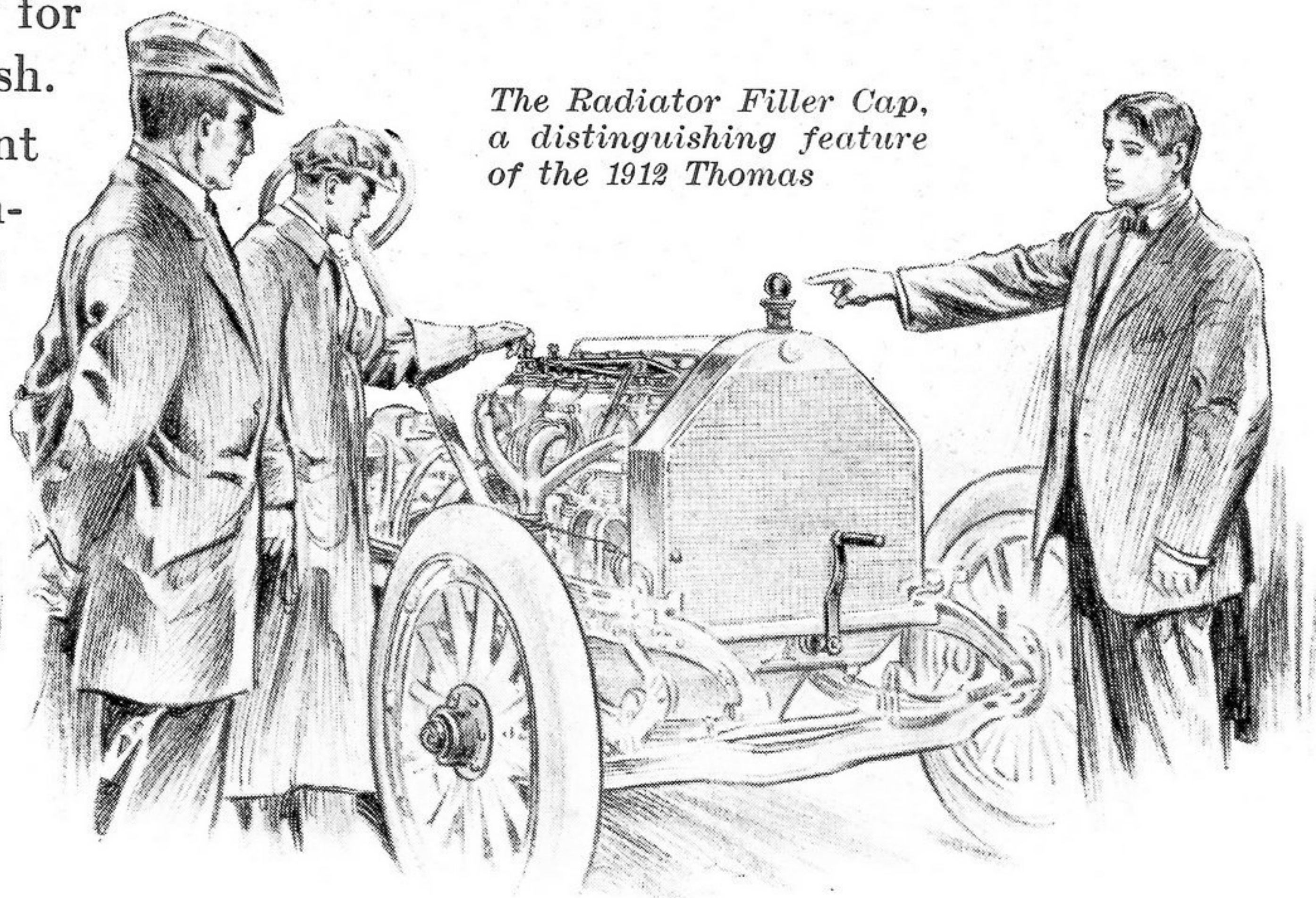
Mr. Fitzsimons explained that the motor was run under a belt after its assembly for five hours; then tested 48 hours with natural gas for fuel, and finally run with its own carburetor and gasoline supply for 10 hours. "After that," he said, "when every part and each individual assembly of the chassis has been inspected and the final assembly is complete, a testing body is put on and the chassis is given a road test of two hundred miles on the company's tires. Then, when the tester pronounces the chassis O. K., it is given a final test by the head of the Road Test Department and passes on through the Paint Shop to the Final Finishing Room."

"Then, I suppose," said Mr. Greer, "the car, when finished and inspected by your Sales Inspector, is ready for shipment."

"Not quite," said our Sales Manager, "as President Chalfant and General Manager Humpage very often take a notion to pick out cars at random, and ask to be taken out for an additional fifty or a hundred mile test. So the Final Finishing Department has to be on the job, as both these men are critical, and don't hesitate to say things if everything is not up to the Thomas Standard."

By this time the party had reached the Chassis Erecting Room, and, in order to show the 1912 refinements, our Sales Manager invited Mr. Greer and his chauffeur to inspect one of the chassis of the new models, which was ready for the body and final finish.

"Permit me to point out one of the distinguishing features of the 1912 Thomas," said Mr. Fitzsimons, pointing to the new radiator filler cap. "You will always be able to tell this year's car by the round brass ball with the Thomas trademark emblem on the



*The Radiator Filler Cap,  
a distinguishing feature  
of the 1912 Thomas*





*Thomas "Six-Forty" Landaulet*



front, as well as by the distinctive Thomas hub-caps. Our starting crank, too, is carried in a vertical position, instead of in a boot, as formerly. And here's another convenience. When you light your headlights you turn on the gas by an auxiliary valve located on the radiator. Thus you are able to see when your lights are right without going back to the tank to regulate the pressure."

"The radiator," continued the Sales Manager, "is constructed so that the water is equally distributed throughout the radiating surface, and, with the improved fan construction, makes for efficient cooling. The tension on the fan belt is automatically held constant, and in rare case of breakage, the belt can be easily replaced."

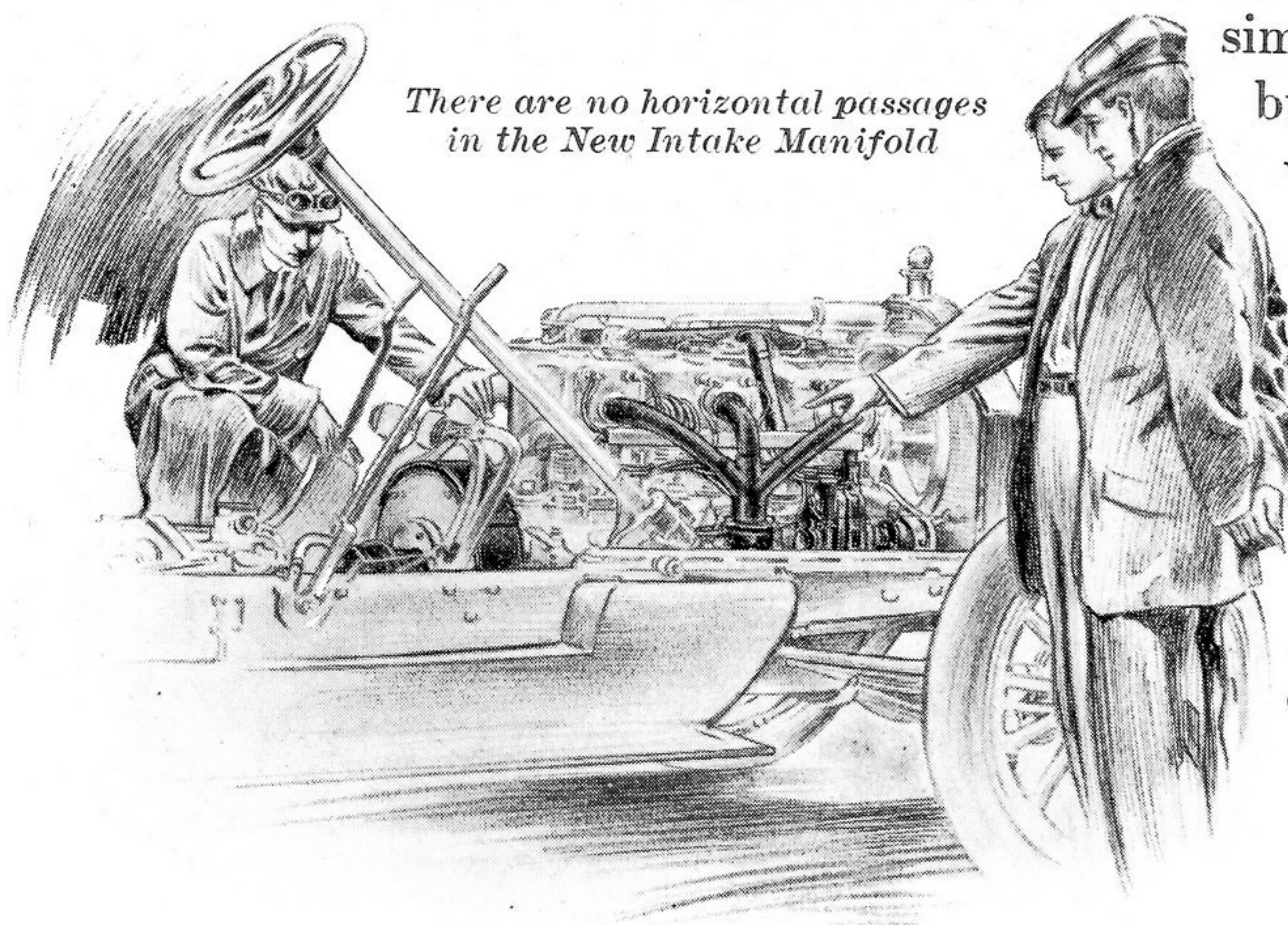
"Oh!" said the chauffeur. "I see you're using knife switches on the spark plugs. That will certainly help in locating a balky cylinder."

"Yes," said Mr. Fitzsimons, "and you'll please note that the battery and magneto wires are carried in separate and distinct housings of an improved type, which absolutely prevent injury and misplacement of the wires."

"Here's the new intake manifold," continued the Sales Manager. "You will notice there are no horizontal passages to cause condensation and hold the accumulation of raw gasoline. Furthermore, we are able by this shape of manifold to give a more uniform charge of gas to the cylinder, which makes for economy in gasoline consumption, as well as greater power and speed."

"I'm glad you still have the magneto in the same get-at-able position," said Mr. Greer, "and you still use the Bosch, I see."

Mr. Fitzsimons explained that either Bosch or Eisemann High Tension magnetos are optional equipment, and further pointed out the



*There are no horizontal passages in the New Intake Manifold*

simplicity of the new carburetor, and the ease with which it could be adjusted.

"And here's something new," he pointed out. "You see how we have extended the fly wheel guard so that it reaches far enough around to prevent oil from being thrown on any part of the frame or car."





*Thomas "Six-Forty" Limousine, Vestibule Type*

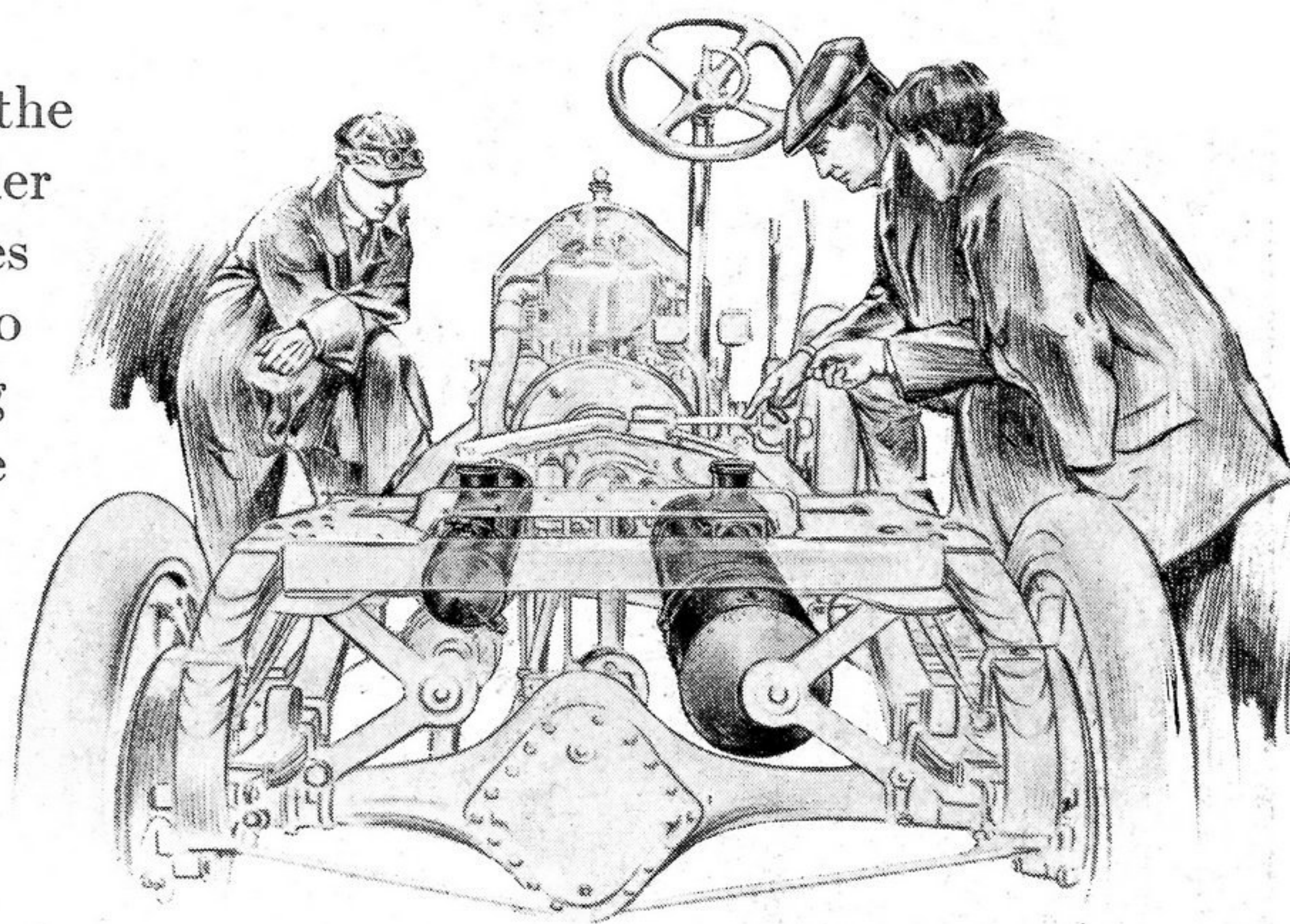


"I suppose this stationary housing over the clutch universal joint is also to keep in the lubricant," interposed the chauffeur, "but how are we to get at the clutch joint with that housing on?"

"That's easy," answered Mr. Fitzsimons. "You simply turn the wing nut on the side of the housing, and a few turns enable you to drop down the housing and expose the joint."

"What's the idea of these tanks attached to the frame beneath the body?" asked Mr. Greer.

"The larger one, sir, is the gasoline supply, and the smaller one the oil," answered our Sales Manager. "And permit me to point out that by suspending the tanks from the frame we give you increased capacity and a lower center of gravity, which helps the car to hold the road, and, in addition," continued Mr. Fitzsimons, "we are able to give you, in the space usually occupied by the gasoline supply tank, an extra tank with gravity feed containing reserve gasoline for emergency use, a most desirable advantage over most cars."



*"What's the idea of these tanks," asked Mr. Greer*

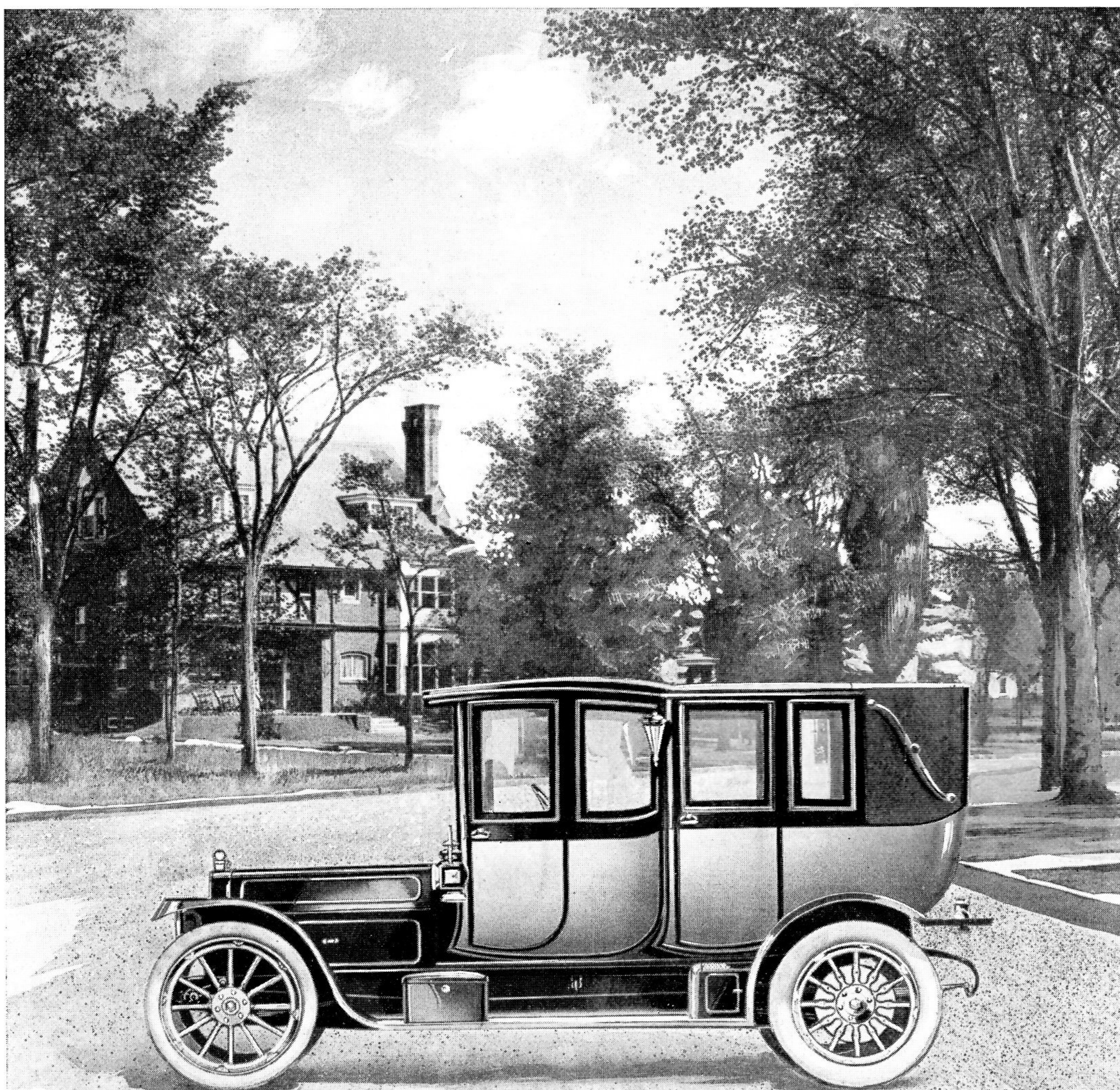
"Then your gasoline feed system is by pressure," said Mr. Greer.

"Yes, sir," replied Mr. Fitzsimons, "and a small hand pump on the dash enables you to get enough pressure to start, after which the pressure is maintained by a mechanical pump driven from an eccentric on the cam shaft."

"Is the oil system also controlled by air pressure?" asked Mr. Greer.

"Not entirely, sir," explained Mr. Fitzsimons. "The oil reservoir under the crank case holds three gallons and is fed to the motor by a mechanical pump. The passage of oil through the sight feed on the dash shows when the pump is working. The oil level in the crank case is maintained by dams and overflows. When more oil is needed in the reservoir, it can be determined by opening the lower pet cock marked 'safety' on the crank case. If no oil flows out, it is time to replenish the

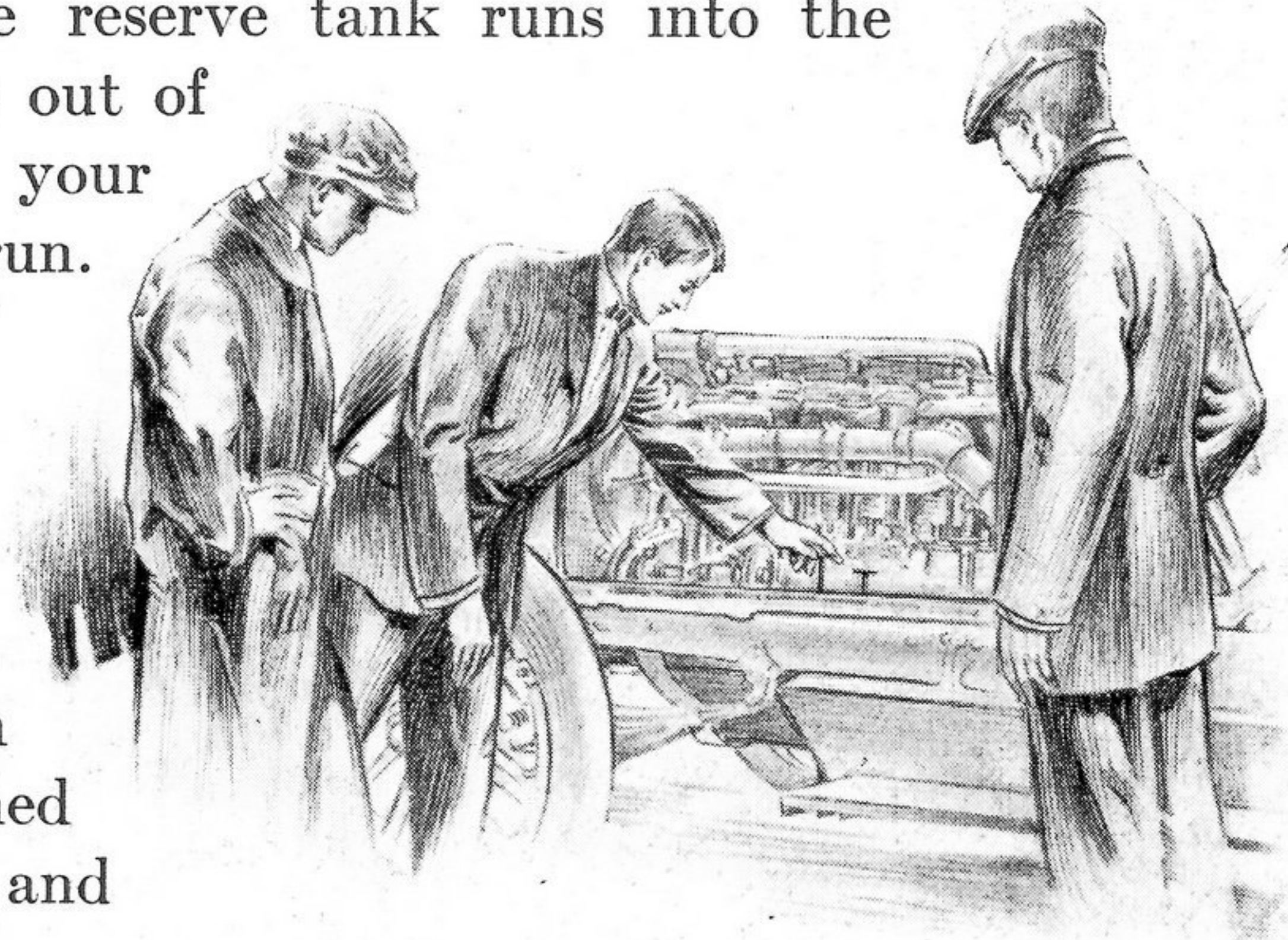




*Thomas "Six-Forty" Landaulet, Vestibule Type*



supply. Air pressure is then forced into the reserve tank by a few strokes of the hand pump on the dash. Then, by opening the supply valve in the oil line, the oil from the reserve tank runs into the main reservoir, and when oil runs out of the upper pet cock marked 'full' your supply is replenished for another run. Thus, you see," continued our Sales Manager, "you do not have to carry oil in cans, as with the supply in the motor and reserve tank, you have sufficient oil for approximately 1000 miles. Both pet cocks, as you see, can be opened without reaching under the motor and soiling your sleeves."

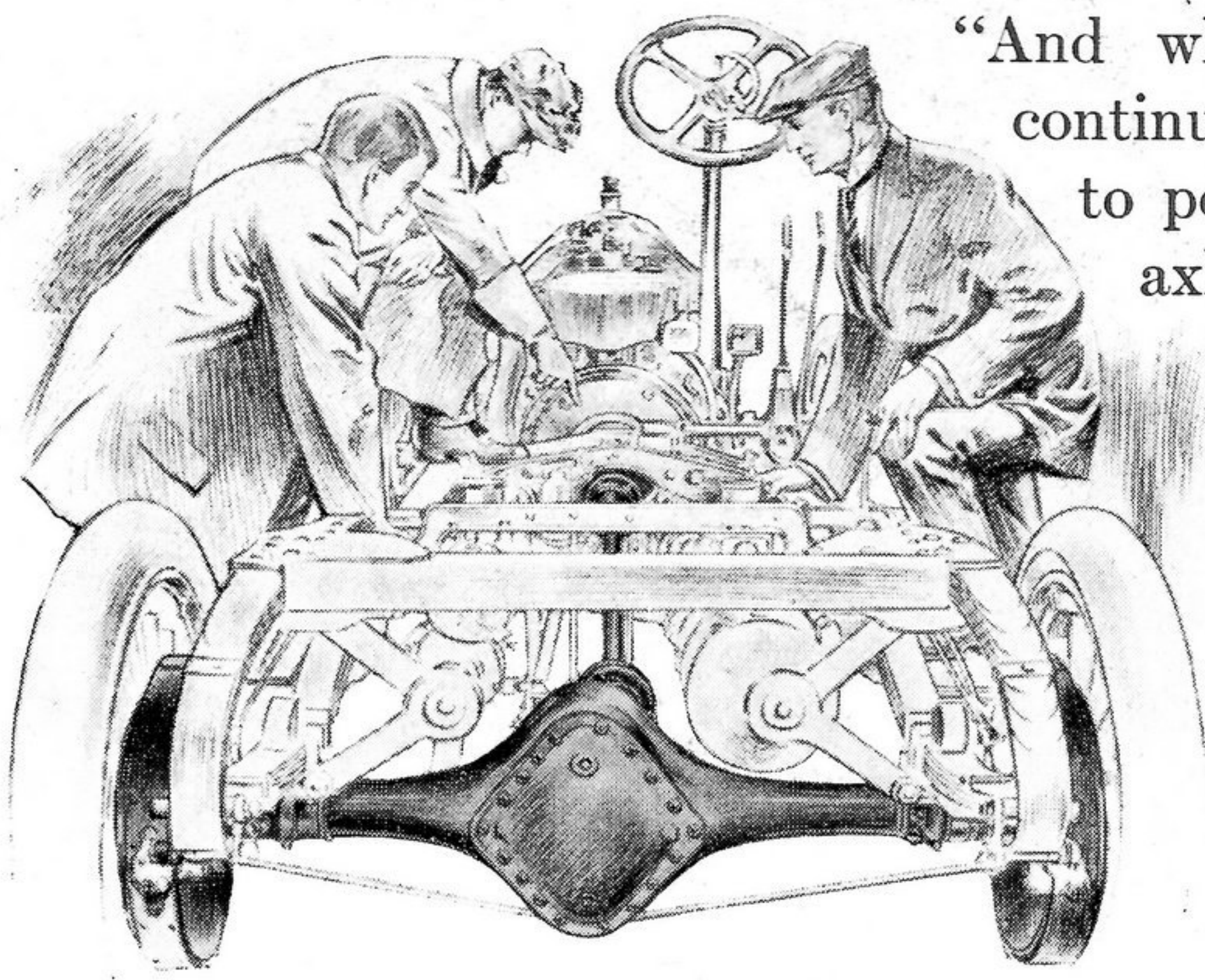


*"Both oil pet cocks can be opened without reaching under the motor"*

"What is the reason for carrying the axle pinion shaft parallel with the transmission shaft?" asked the chauffeur.

"It is done to equalize the angularity of the universal joints, thus eliminating the variation in drive pinion speeds during each revolution.

This construction does away, to a very great extent, with rear axle gear noise, and also makes more perfect lubrication of each universal joint unit," explained the Sales Manager.



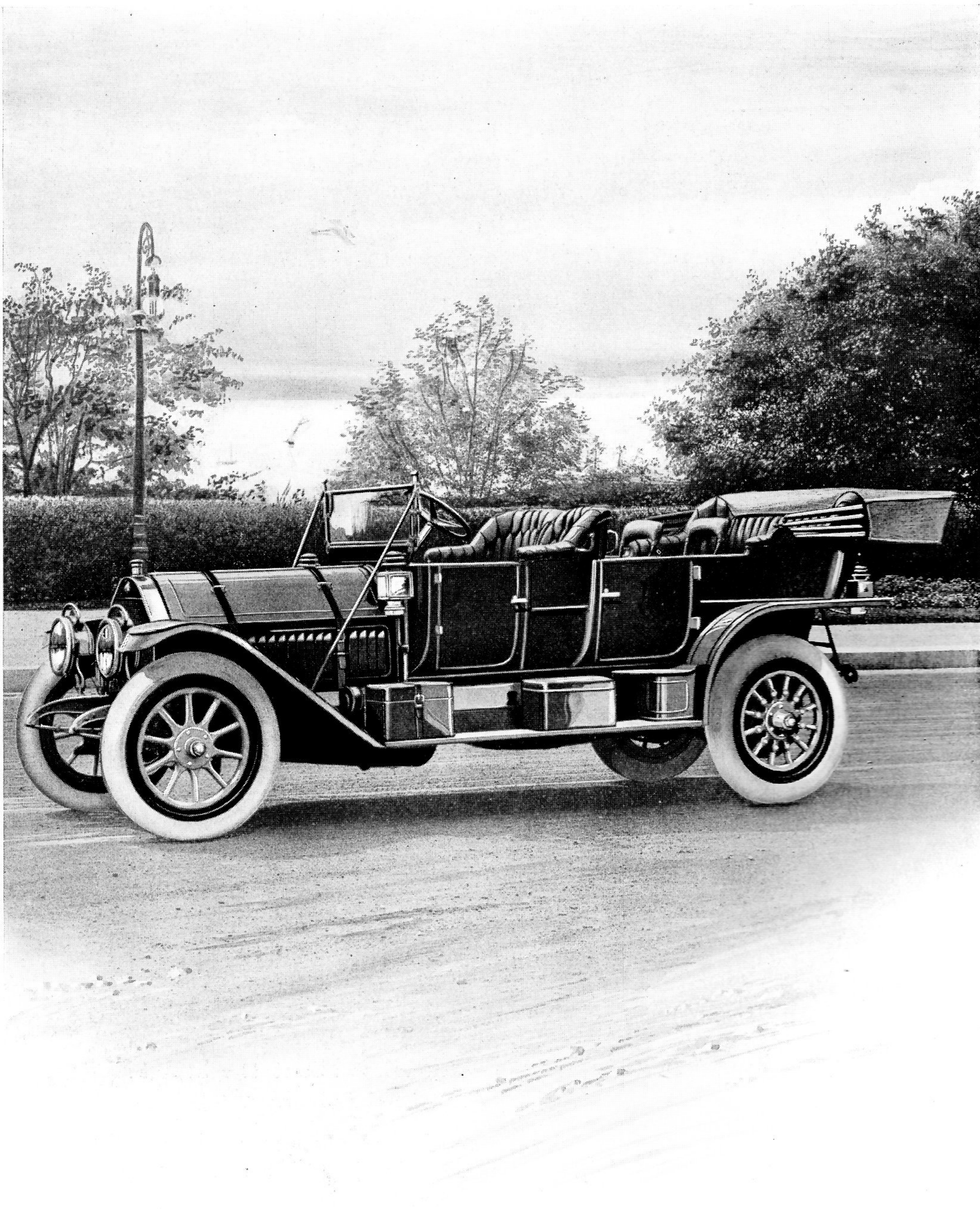
*"What is the reason for carrying the axle pinion shaft parallel with the transmission shaft?" asked the chauffeur*

"And while you are looking at the axle," continued Mr. Fitzsimons, "I should like to point out that both the rear and front axles are constructed of nickel steel and are very much larger and heavier than ordinarily used in a car of this size and power."

"What about the brakes?" said the chauffeur.

"They are larger this year," Mr. Fitzsimons replied, "the drums being 17 inches in diameter, with 2½-inch face, giving a total braking area of 517 square



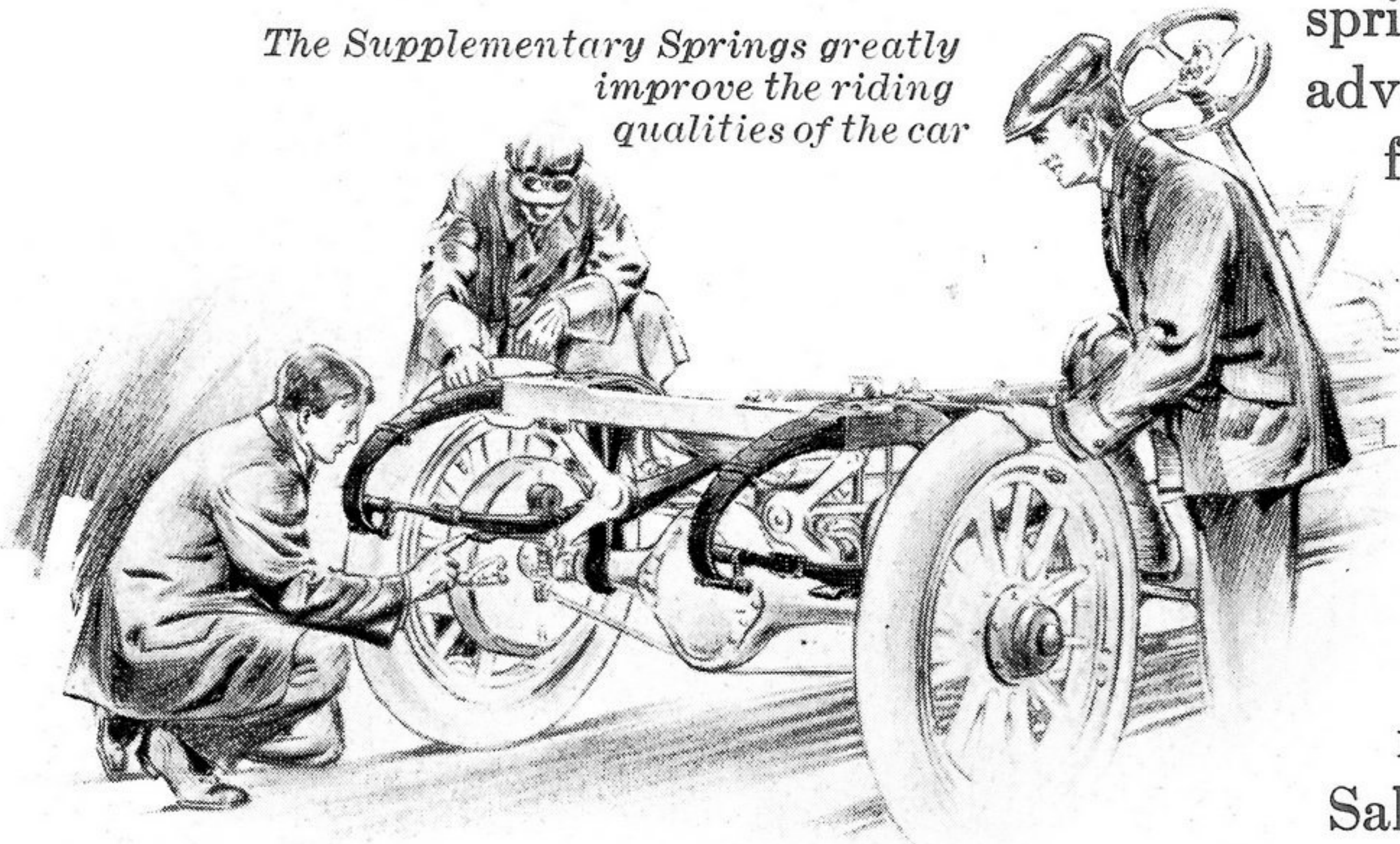


*Thomas "Six-Seventy" Seven Passenger Touring Car*



inches. I should also like you to notice the supplementary springs, which greatly improve the riding qualities of the car, as well as the recoil straps, which limit the rebound on bad roads at high speeds. And, while we are on the subject of springs," continued the Sales Manager, "I should like to point out that we have made the front

*The Supplementary Springs greatly improve the riding qualities of the car*



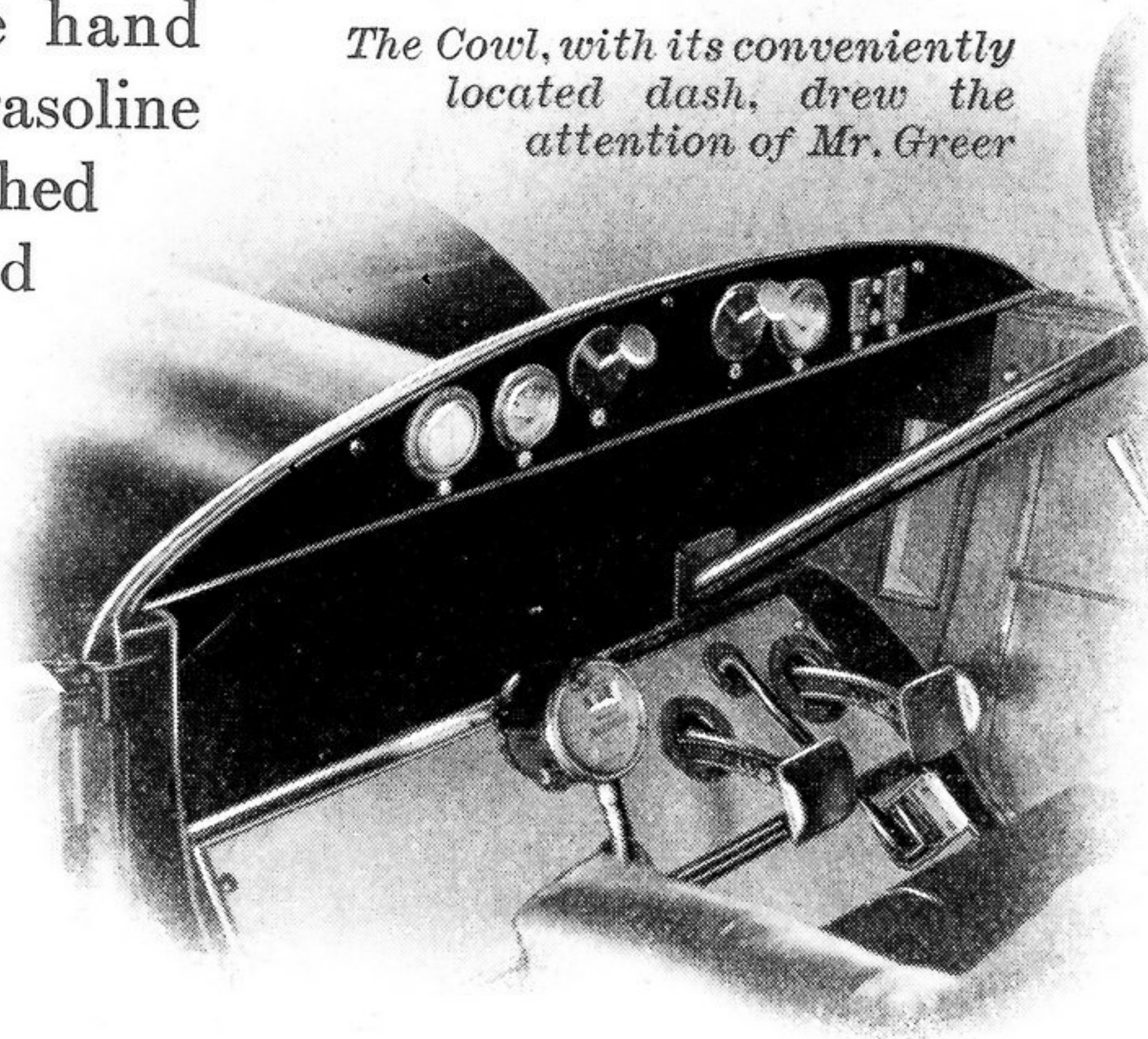
spring a true arc, and have advanced the axle one inch forward of the center of the springs, causing the steering spindle to tilt slightly backward of the car. This has a tendency to cause the front wheels to seek a straight position, making driving much easier and safer."

Sales Manager Fitzsimons then invited Mr. Greer and his chauffeur

to visit the Final Assembly Department, and explained that purchasers of a 1912 Thomas had the choice of four new and distinctive types of open foredoor bodies; the seven passenger touring car and the five passenger phaeton, built on the 134-inch chassis; the runabout and a novel design in a four passenger surrey, both built on the 126-inch chassis.

The first completed car on the floor was a large seven passenger touring car, and the cowl, with its conveniently located dash, immediately drew the attention of Mr. Greer. Mr. Fitzsimons pointed out the many conveniences right at hand for the driver; the small switches for the magneto and battery; the hand pumps and air pressure gauges for gasoline and oil, right where they can be reached from the driver's seat. He also called attention to the oil sight-feed in plain view, as well as the speedometer in the center, where it can be read as easily by the front seat passenger as by the driver. After calling attention to the foot rest for the accelerator pedal, and the

*The Cowl, with its conveniently located dash, drew the attention of Mr. Greer*



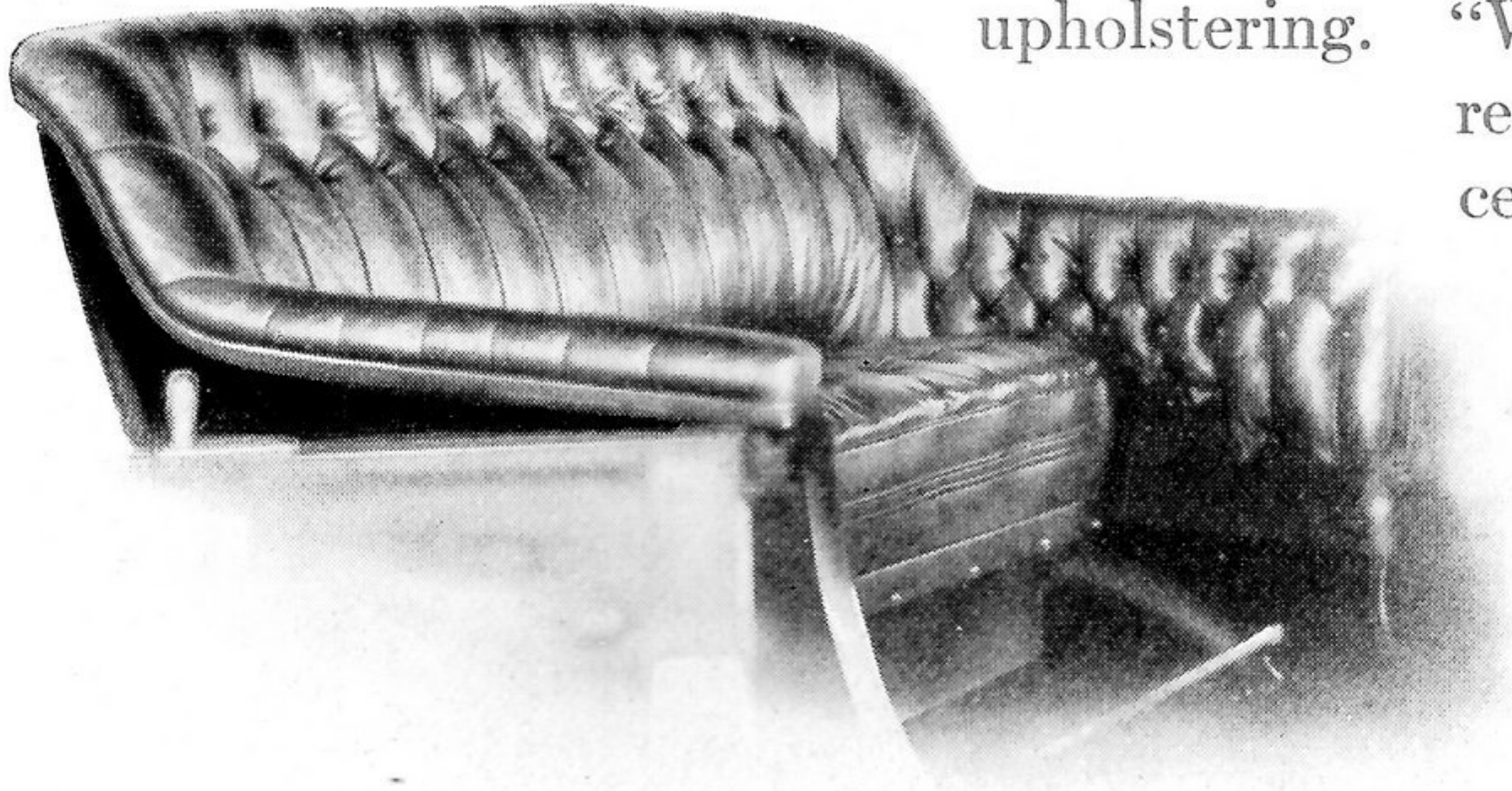




*Thomas "Six-Seventy" Limousine*



special Thomas design in gas lamps, Mr. Fitzsimons invited Mr. Greer to sit in the tonneau seat, and pointed out the additional riding luxury, due to longer seat springs and extra deep upholstery.



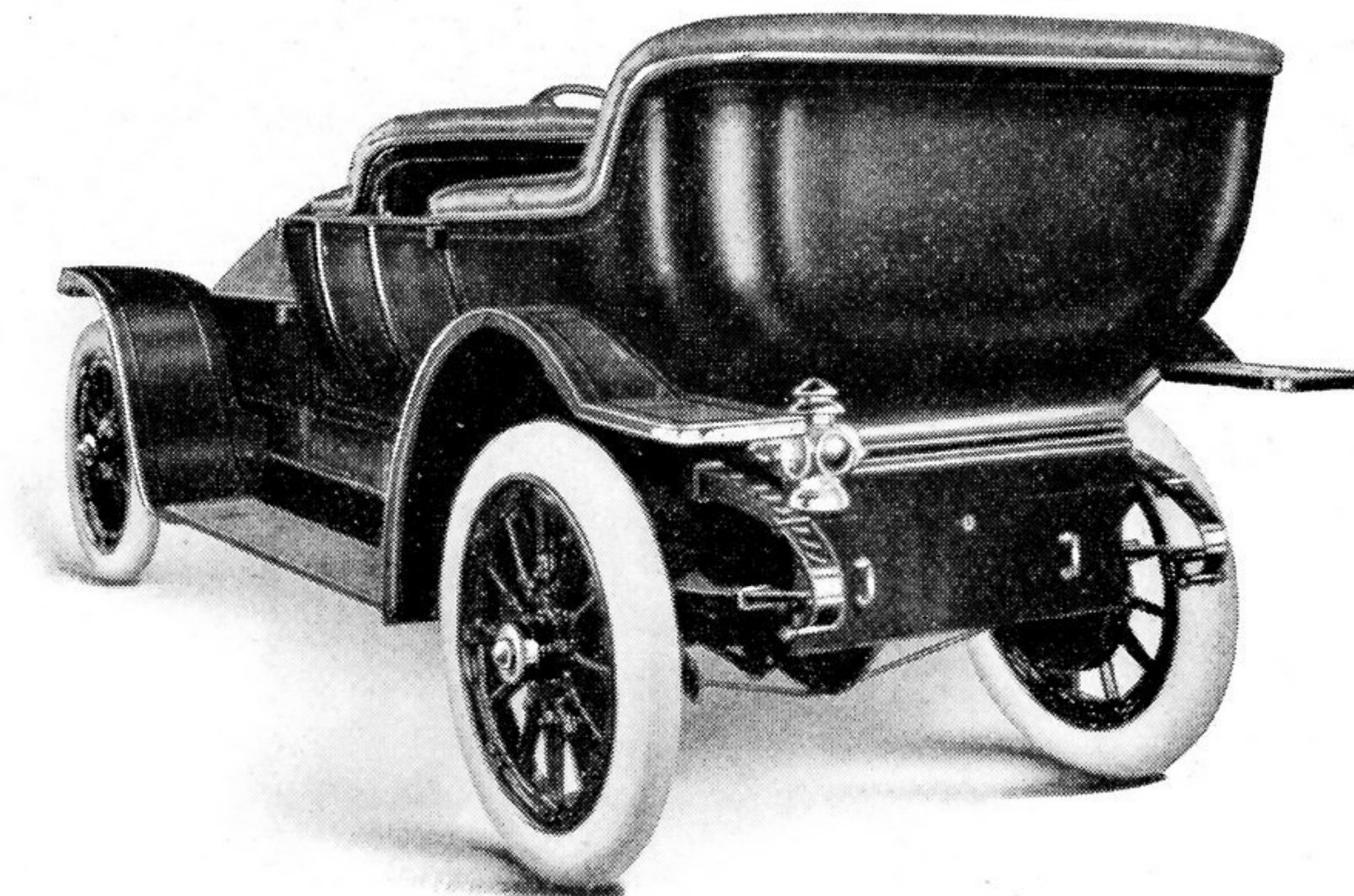
*Additional riding luxury due to longer seat springs and extra deep upholstery*

“Well, sir,” said Mr. Greer, as he reclined in the rear seat, “this is certainly real comfort, it ought to make a big hit with the ladies.”

Upon getting out of the car Mr. Greer asked if demountable rims were standard.

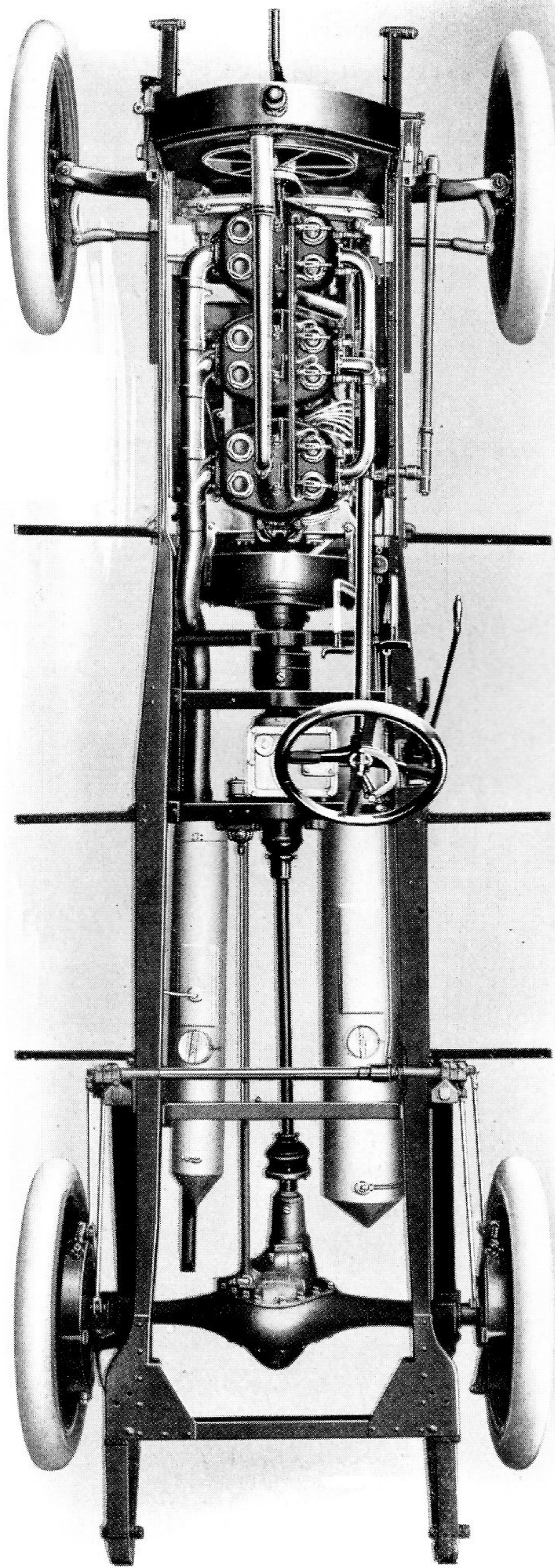
“Yes, sir,” said Mr. Fitzsimons, “and in addition we furnish two extra rims. In fact,” continued

the Sales Manager, “I firmly believe that we are offering you the most attractive proposition in an American high-grade six-cylinder car when we present the 1912 Thomas at \$4000.”



*The Graceful Body Lines of the Seven Passenger Touring Car*





*Thomas "Six-Forty" Touring Car Chassis*



# NEW CASTLE PORTLAND CEMENT COMPANY



OFFICES ~ GREER BUILDING

GEORGE GREER PRESIDENT  
E.N. OHL VICE-PRESIDENT  
E.I. PHILLIPS TREASURER  
CHARLES GREER SECT. AND TREAS.

NEW CASTLE, PA. August 10th 1911

E. R. Thomas Motor Car Company,  
Buffalo, New York.

Dear Sirs:

Your dealer, Mr. Collier, called on me this afternoon, and I authorized him to place an order for one of your 1912 "Six-Forty" seven passenger cars.

I am in no great hurry for this car, but would be glad to get it if one was ready the first of October or soon afterwards. In that case, if the weather was pleasant, would go to Buffalo, take some of my friends along, take the car and make a trip east, and at that time will go over the matter of having a limousine body attached or furnished to the car we now have.

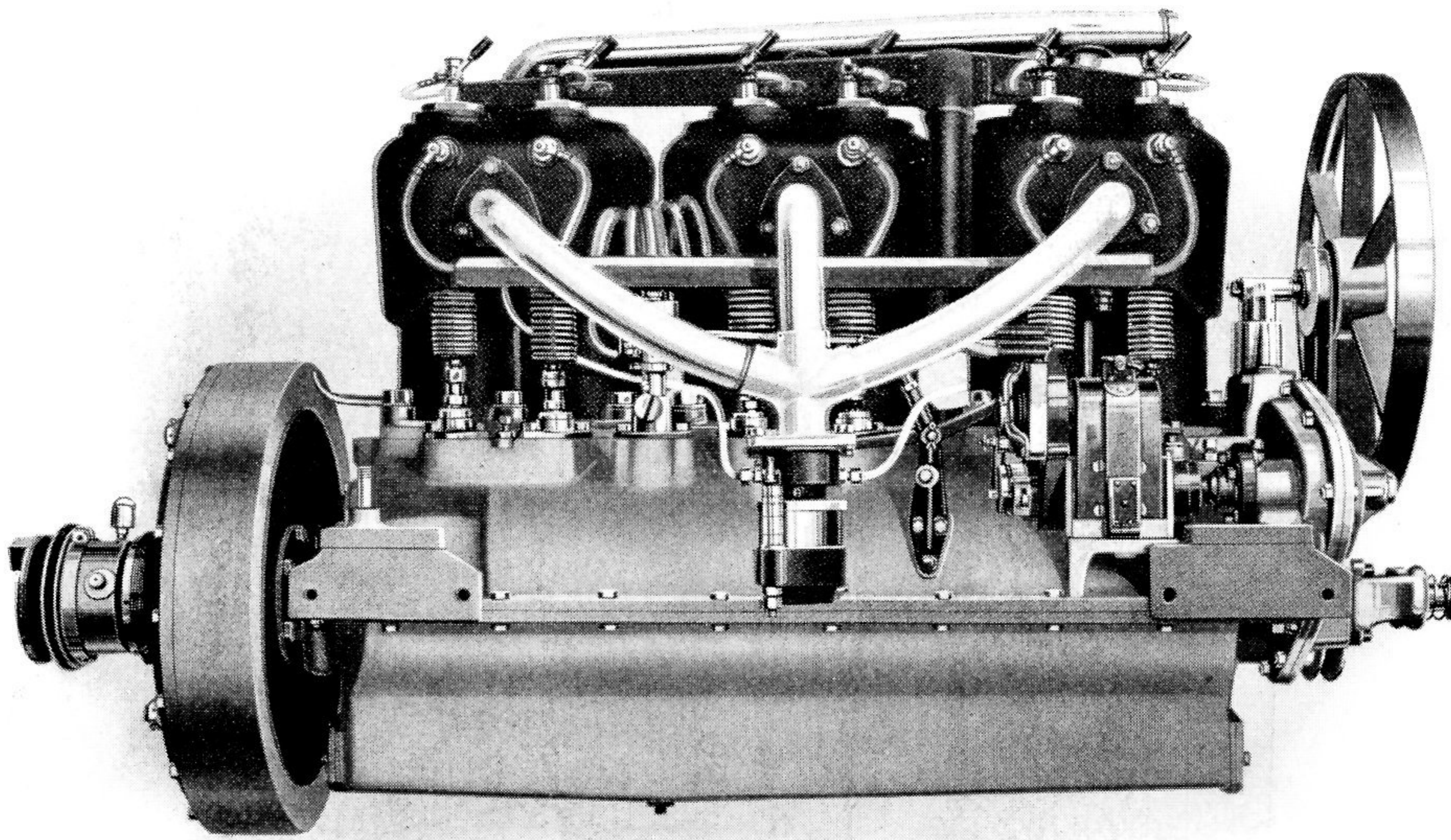
Thanking you in advance for giving my order your best attention, I am,

Yours very truly.

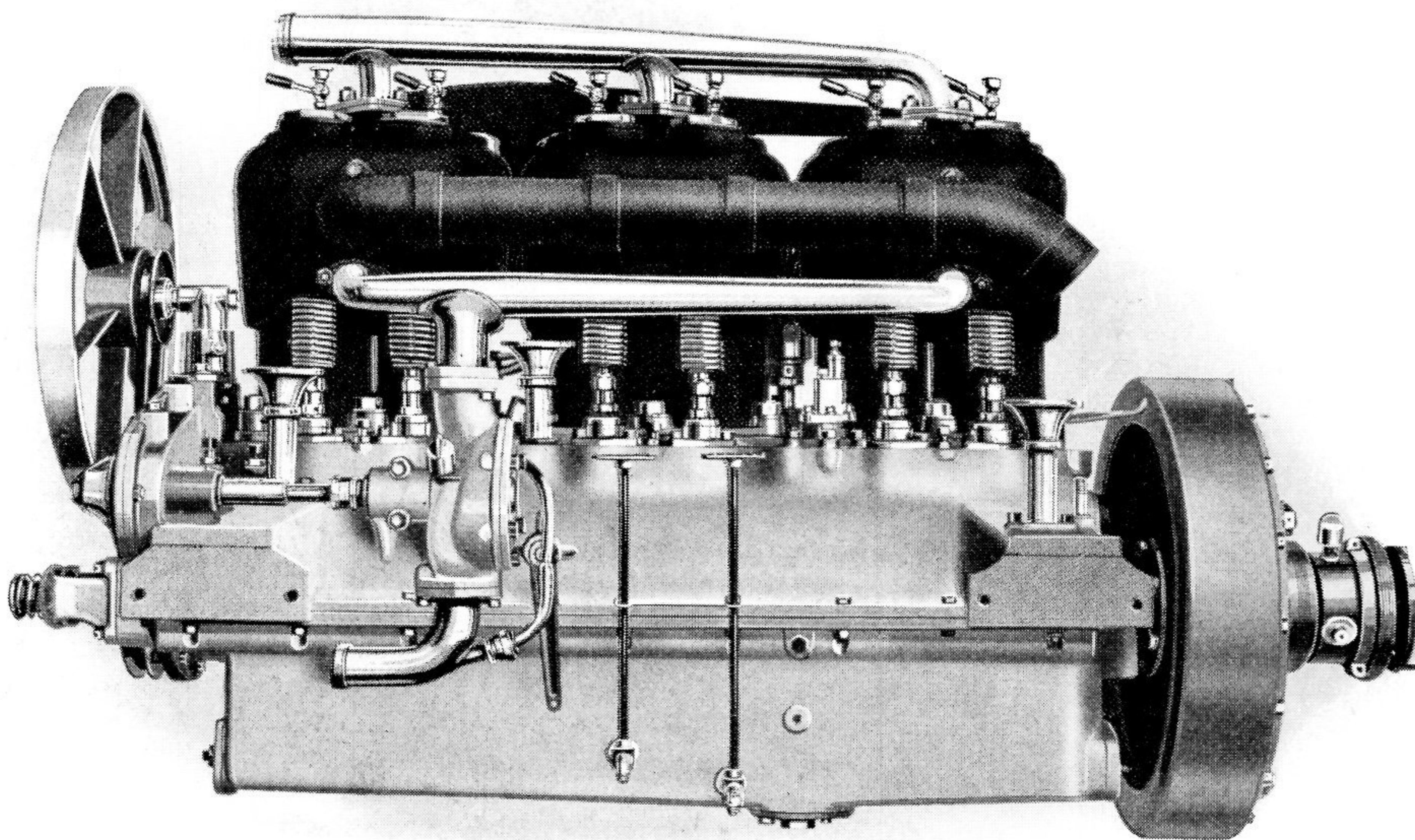
*George Greer*

GG-S





*Inlet Side of "Six-Forty" Motor*



*Exhaust Side of "Six-Forty" Motor*





## Thomas Sales Policy

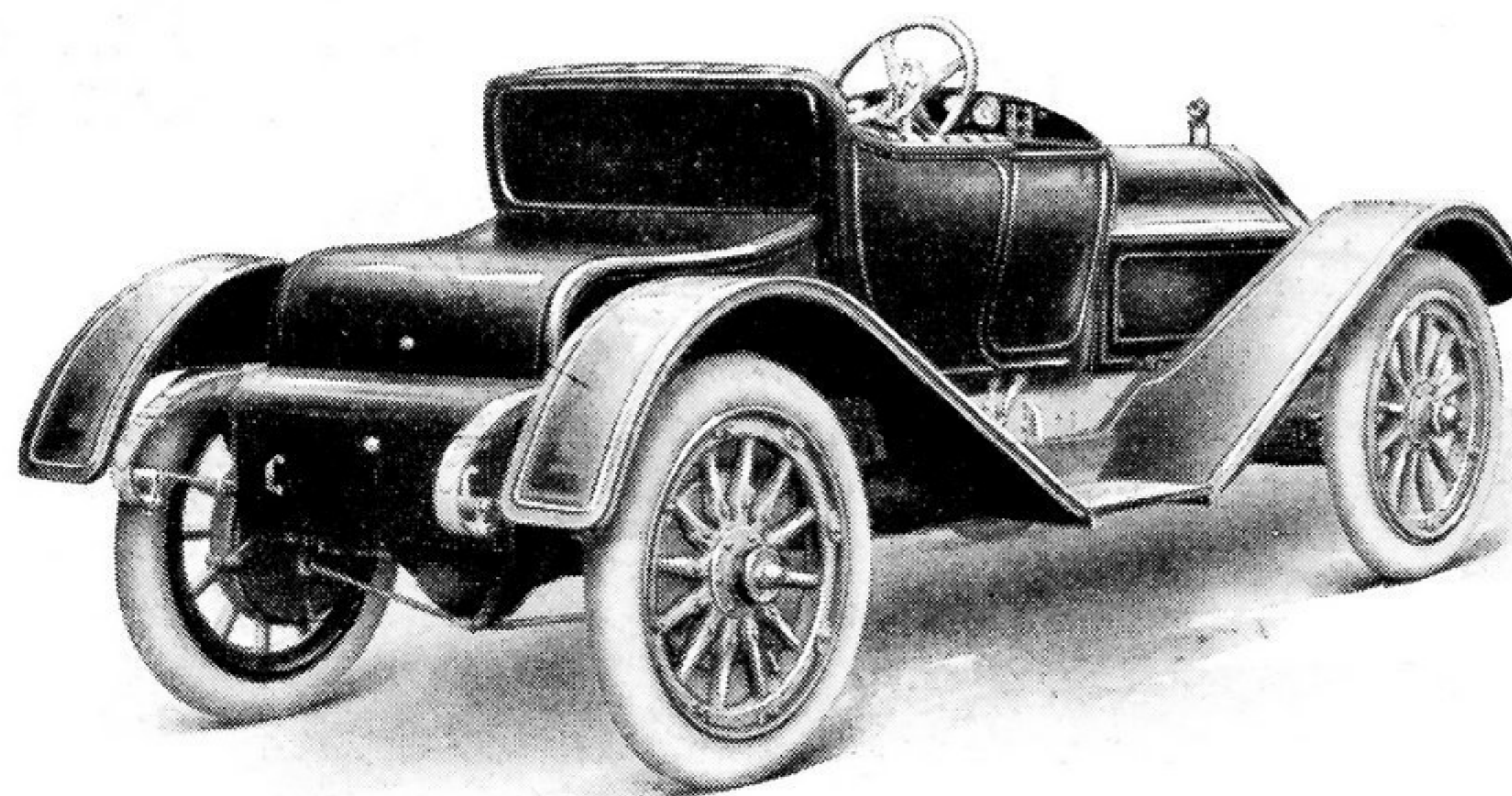


**T**HOMAS CARS are built in the Thomas Plant at Buffalo and are sold only through authorized Thomas Dealers. Each dealer arranges with the factory for a certain definite allotment and each car thus allotted to a dealer is delivered on a specified date. In this way the working schedule of the factory can be arranged so that a car is not rushed through any department.

Furthermore, the earlier the dealer has your contract and specifications, the better it is, particularly if you wish any changes from standard or any fixed date delivery.

Moreover, when you buy a Thomas car through a Thomas Dealer you buy in the fullest measure that Thomas Technical Service, from which we take our slogan—

*“Nothing Counts Like Service”*



*Body Lines of the Thomas “Six-Forty” Runabout*



## Construction

### Motor Details

*Cylinders.* Six cylinders; cast in pairs. Bore,  $4\frac{1}{4}$  inches; Stroke,  $5\frac{1}{2}$  inches. Compression, 65 pounds.

*Horse Power.* Rated at 40; A. L. A. M. rating, 43.3; block test, 60 at 1500 r. p. m.

*Carburetor.* Miller, single jet, water jacketed. Primer extending to front of radiator. Automatic air control.

*Manifold.* Y type of intake manifold, preventing condensation, designed with a view to giving high speed to the passage of gas to combustion chambers.

*Lubrication.* Circulating splash system, by means of mechanical pump located in motor base. Base contains two compartments, the lower being a reservoir containing three gallons of oil, which is pumped to the upper section, where a constant level is preserved by means of three overflow dams. This takes care of the surplus oil which returns instantly to reservoir and prevents smoking. Two oil level pet cocks are set in motor base, and are opened by extension levers located conveniently inside the hood. The upper cock indicates oil level when reservoir and upper section are filled to proper capacity. The lower cock indicates when oil in reservoir is reduced to safety limit and requires replenishing. A reservoir tank containing six gallons of oil is attached to chassis beneath body, and by means of hand pressure air pump, the opening of a pet cock permits convenient refilling of motor base. The entire oil capacity of nine gallons is ample for approximately 1,000 miles of road use.

*Crank Cases.* Upper and lower halves are bolted together in order that the seats for both main and cam shaft bearings can be machined accurately. This work is done in a special jig; therefore, all sections are uniform and interchangeable.

*Crank Shaft.* Made of nickel steel. Bearings of special alloy.

*Valves.* Mechanically operated and interchangeable, valve openings  $2\frac{1}{8}$ -inch diameter. Valve stems and seats water jacketed.

*Motor Cooling.* Cellular type radiator, equipped with spreader at top which distributes the returning water equally upon all tubes, and insures perfect radiation. Radiator is supported on trunnions, to prevent injury from shock. Radiator cap is hinged, and is of distinctive Thomas design.

*Fan.* Six blades with retaining ring, aluminum, cast integral with hub and belt pulley. Fan belt is held tight by spring tension and can be easily replaced.

*Starting Crank.* Stands upright when not in use.

*Compression Release.* Attached in front of frame below radiator, convenient to the starting crank.

*Muffler Cut-out.* Improved lever type which will lock open or closed. Located on heel board of front seat and operated by hand.

*Motor Control.* Spark and throttle levers located above steering wheel on stationary sector. Foot accelerator, with brass covered block for foot rest. Foot pedals for disengaging clutch and for control brake.

### Ignition Details

*Ignition.* Two independent jump spark systems—magneto and battery.

*Magneto.* Standard—Bosch, high-tension D. R. 6. Eisemann, high-tension, equipped at our option unless one or the other especially designated.

*Battery.* Commutator—distributor system with single vibrating coil and timer. Storage battery, 6 volts, 40 amperes.

Magneto and battery switch buttons located on cowl switchboard within convenient reach of operator.

*Spark Plugs.* Two independent sets, with wiring for same carried through separate housings. Magneto plugs located in top of cylinders; battery plugs in side of cylinders.

Wiring connected to magneto plugs by means of knife switches, readily lifted by hand and convenient for testing the firing of cylinders.



## Fuel Supply Details

*Gasoline Supply.* Cylindrical tank made of pressed steel, attached horizontally along right side of chassis beneath the body. Capacity, approximately 24 gallons. Filler dome extends through and flush with floor board of tonneau. Mechanical pressure fuel system with supplementary hand pump located on cowl switchboard. Pressure gauge is also located on switchboard.

A reserve tank of approximately 8 gallons capacity, gravity feed, is located under front seats. This connects independently with carburetor.

*Oil Supply.* Cylindrical pressed steel tank of 6 gallons capacity, attached horizontally to chassis along left side of chassis and above muffler. Proximity to the muffler keeps the oil in condition to flow freely even in the coldest weather. This tank contains inactive reserve supply, connected by pipe to reservoir in crank case. A hand pump on cowl switchboard supplies, with a few strokes, pressure to force desired amount of oil through the connecting tube after opening pet cock in pipe line. An air pressure oil gauge is also located on the switchboard.

This tank is filled through a filler dome extending through and flush with the floor board of the tonneau.

The circulation of oil, pumping mechanically from the crank case reservoir to the overflow dams in the upper section of the case, passes through a sight feed dial located on the cowl switchboard.

## Transmission Details

*Transmission.* Three forward speeds and reverse. Selective type sliding gear. Direct drive on high gear. Both transmission shafts operate on imported ball bearings, and a ball thrust bearing is now used in addition to take the thrust of the clutch. The transmission is supported on cross members of the frame. Universal joints on each end of the propeller shaft connect the transmission and the rear axle, both joints being given the same angularity by means of the pinion shaft of rear axle placed in horizontal position. Between the clutch and transmission, the cross type of universal joint is used and the entire mechanism is covered by an aluminum shield held in position by clamps and thumb-screws. This shield not only retains the grease around the universal joint but also catches any oil that might be thrown from the transmission front bearing.

*Gear Ratio.* Standard for open cars,  $3\frac{3}{7}$  to 1. Optional, 4 to 1. Standard for enclosed cars, 4 to 1. Optional,  $3\frac{3}{7}$  to 1.

*Control.* Operating levers, located inside of right foredoor. Second and third speeds are operated on outer side of quadrant, giving increased leg room when driving on third speed.

*Clutch.* Thomas patent. Three plates with cork inserts in center plate, enclosed in oil-tight case.

*Brakes.* Internal and external on rear wheels. Drums, 17 inches diameter and  $2\frac{1}{2}$ -inch face, giving 517 square inches of braking surface.

## Chassis Details

*Wheel Base.* Touring Car and Phaeton, 134 inches. Surrey and Runabout, 126 inches.

*Frames.* Touring Car and Phaeton,  $161\frac{9}{16}$  inches long. Surrey and Runabout,  $153\frac{1}{4}$  inches long.

Front frame horns have been raised  $1\frac{3}{4}$  inches to give more graceful appearance.

*Front Axle.* I-beam type. Increased in size. Made of nickel steel. Axle is set one inch forward of center of spring, giving slight backward tilt to the steering knuckles, resulting in increased flexibility of steering and the tendency of the car to run straight. Steering spindles enlarged, and steering knuckles are equipped with Timken roller thrust bearing.



*Rear Axle.* Floating type. Increased in size and equipped with nickel steel sleeves on which the Timken roller bearings are placed. Front and rear hub caps are of distinctive Thomas design.

*Springs.* Semi-elliptic, front. Three-quarters elliptic, rear. Each right-hand spring has carrying capacity of 100 pounds over left-hand springs. Rear springs are equipped with secondary springs, which absorb the overload and the severe road shocks. Hartford Shock Absorbers equipped front and rear. Rubber bumpers equipped to front and rear springs. Recoil straps around rear axle. All spring bolts and shackles, front and rear, equipped with compression grease cups.

*Control.* Steering gear, adjustable worm and sector type. Steering wheel, 18 inches diameter, mahogany rim with hand grip extensions on three of the spider arms, the upper arm being left clear for attaching electric horn button. The spider of steering wheel forms a vertical cross when front wheels are straight.

*Dash.* Cowl type of dash with mahogany switchboard. Ventilators in cowl.

*Clearance.* Under front axle, 11 inches. Under rear axle,  $10\frac{3}{4}$  inches.

*Front Fenders.* Sheet steel fitted with visor on front end to prevent splash. Flanged for rigidity. Splash aprons between fenders and chassis; also between chassis and running boards.

*Rear Fenders.* Sheet steel. Rear end carried back on horizontal line, to protect top from splash. Flanged for rigidity. Rear fender so attached to body as to be practically water-tight.

### Body Details

*Standard Construction.* Aluminum panels over wood frames. All bodies equipped with foredoors. No allowance for omission of same. Touring Car body equipped with two auxiliary seats in tonneau. No allowance for omission of same. Tonneau doors, 21 inches wide. Coach locks on all doors, with handles extending above door rail. Pockets on left front door and both tonneau doors. Compartment for storage of side curtains, located beneath and in rear of front seats, opening into tonneau. Divided front seats; undivided rear seats.

### A Few Mechanical Refinements

The hood is plain, without louvers.

Valve lifters are increased to  $1\frac{1}{4}$ -inch diameter the full length of bearing surface, insuring freedom from wear and noise.

Cam shaft bearings are graduated one-sixty-fourth from front to back to facilitate putting in or removing.

Speedometer is located in center of dash for convenient reading by either passenger in front.

Lamp tie rod increased to half-inch solid stock and will prevent vibration of headlights.

Prestolite tank is provided with a cover and is located on running board back of the tool box. A copper tube leads from the tank to the front of the car, where the supply is turned on and regulated.

One key will open all Yale locks on the car. Duplicate key provided.

Special design Thomas lamps throughout.

Running board splashers are arranged to drain rain or waste water beneath the running boards.

### Standard Specifications and Equipment

*Rim and Tire Equipment.* RIMS, Universal Q. D. Demountable—type No. 3. Two extra rims furnished. TIRES, 37 x 5 inches rear, 36 x  $4\frac{1}{2}$  inches front, on Touring Car and Phaeton Chassis, 36 x  $4\frac{1}{2}$  inches all around on Surrey and Runabout Chassis. Interchangeability of tires *not* optional.

*Painting.* Standard color for body and chassis, Russian green with black and gold striping and black mouldings. Optional colors, Black, Blue, Red or Maroon. Special colors on Open Cars; body \$12.50 extra; Chassis \$12.50 extra. No extra charge for special painting on enclosed cars.



*Trimming.* Standard Spanish grain leather, "AA." Optional, black, blue, red, maroon or green leather. For cars of special color, leather to match or special color, \$25.00 extra. Running boards cork carpeted. Floor and heel board of front compartment, cork carpeted. Tonneau, cocoa mat.

Enclosed bodies are trimmed with specially selected Thomas upholstering materials, samples of which are supplied to all Thomas dealers.

*Equipment.* Top, Standard, rubber-covered material, entirely waterproof. Mohair material, optional. Top includes gypsy curtains and regular side curtains. Top envelope (slip cover) supplied as standard equipment. Half-round black top straps, black straps on envelope. Top when lowered has each bow locked securely in position by a one-piece bow spacer. No straps used. Windshield, straight type, with mahogany filler board, making perfect fit over cowl. Upper section arranged for rain vision. Speedometer, Jones and Warner optional. Tire Irons, suitable for two demountable rims with tires. Rims, two extra Q. D. demountable rims. Rims take tires either 37 x 5 or 36 x 4 1/2 inches. Prestolite tank. Gas head lamps. Oil side lamps. Oil tail lamp. Horn.

Tool box on running board with full complement of tools. Tool box suspended under rear of body for jack and pump. Jack, pump, robe rail. Foot rail in tonneau.

*Note.* Seat covers, trunk rack, clock, electric or combination lamps, extra tires, lighting dynamo are *not* included in equipment and are furnished only as EXTRAS.

*Enclosed Body Equipment.* Includes dome light with switch and small battery, megaphone, push-button and buzzer, two umbrella holders and drains, hat carrier, two pillar lamps, toilet cases to match upholstery and auxiliary seats in rear compartments of limousine and landaulet bodies.

### 1912 Thomas "Six-Forty" Model MC

#### Prices—Open Cars

Touring Car, seven-passenger, - - - - -	\$4000
Phaeton, five-passenger, - - - - -	4000
Surrey, four-passenger, - - - - -	4000
Runabout, two-passenger, - - - - -	4000

#### Prices—Enclosed Cars

Limousine or Landaulet, with Touring Car Type Foredoors, - - - - -	\$5000
Limousine or Landaulet, with Touring Car Body Additional, - - - - -	5750
Vestibuled Limousine or Landaulet - - - - -	5150
Vestibuled Limousine or Landaulet, with Touring Car Body Additional, - - - - -	5900
Brougham, Inside Drive, - - - - -	4950
Brougham, with Phaeton Body Additional, - - - - -	5650
Coupe, - - - - -	4350
Coupe, with Surrey or Runabout Body Additional, - - - - -	5000

### 1912 Thomas "Six-Seventy" Model KC

We will build, on special order, the Thomas "Six-Seventy" in three styles of open foredoor cars and with four styles of enclosed bodies, all fully equipped.

#### Prices—Open Cars

Touring Car, seven-passenger, - - - - -	\$6000
Flyabout, four-passenger, - - - - -	6000
Runabout, two, three or four-passenger, - - - - -	6000

#### Prices—Enclosed Cars

Limousine or Landaulet, with Touring Car Type Foredoors, - - - - -	\$7200
Vestibuled Limousine or Landaulet, - - - - -	7350





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